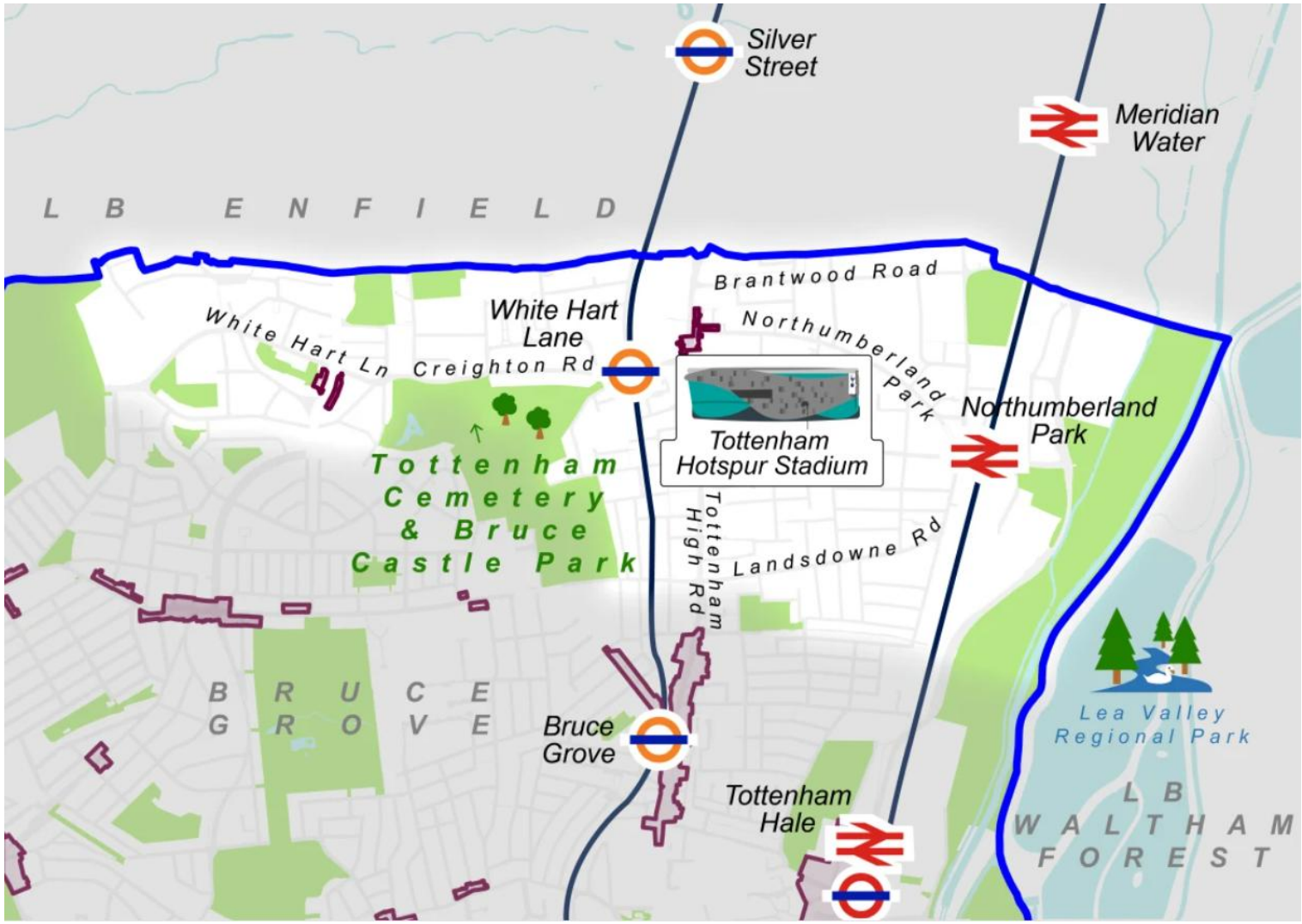
CHAPTER 7: NORTH TOTTENHAM NEIGHBOURHOOD





Tables and Figures 1. XXX Neighbourhood Map

Neighbourhood Context

Location

1.1 The North Tottenham neighbourhood is in the north-east of the borough. The London borough of Enfield lies to the north, including the major regeneration site of Meridian Water to the north east, and the River Lea provides a natural boundary with Waltham Forest to the east. Its residential suburbs blend into the Bruce Grove and Wood Green neighbourhoods, with Bruce Castle Park and Tottenham Cemetery and the New River sports grounds helping to define these boundaries. The intersection of Tottenham High Road with Lansdowne Road/ Lordship Lane marks the southern entrance into North Tottenham from the Bruce Grove neighbourhood.

History

1.2 North Tottenham's history stretches back thousands of years. The High Road follows the path of an ancient Roman Road (known as Ermine Street). By the 16th century Tottenham was a popular rural retreat for city merchants, many of whom had mansions along the High Road. Daily coach services, omnibuses, the opening of what are now White Hart Lane and Northumberland Park stations, and reduced workers' fares to London in the 19th century, made Tottenham more attainable and accessible for the middle and working class, allowing for the development of Victorian and Edwardian terraced houses. The end of the century saw then local amateur football club, Tottenham Hotspur, move to its present location.

1.3 During the interwar years the neighbourhood experienced suburban development in remaining open land to the west, facilitated by the construction of Great Cambridge Road, and the establishment of industrial estates in the east. In the 1960s, a period of intense housing redevelopment brought about the construction of many of the neighbourhood's large estates, including Love Lane, Altair House and the Northumberland Park Estate.

1.4 By far the most notable recent development has been the new world-class Tottenham Hotspur Stadium, which was completed in 2019.

Connectivity

1.5 Two railway lines serve North Tottenham – the Weaver Line on the London Overground and the West Anglia Main Line. In recent years, significant investments have been made to the two stations which fall within the neighbourhood. In 2019 work completed on a major upgrade to White Hart Lane Station on the Weaver Line which included new station entrances and step free access to the platforms. The same year, upgrade works completed to Northumberland Park Station on the West Anglia Line, with a new pedestrian bridge with accessible ramps alongside triple tracking of the line itself to allow for more frequent trains. New, higher capacity rolling stock is now operational on both lines and there is a future possibility of high frequency services on the Weaver Line.

1.6 Tottenham High Road and Great Cambridge Road are identified as priority routes for bus interventions by Transport for London (TfL) in TfL Bus Action Plan. Funding has been received for a new bus lane along the High Road. Cycle Superhighway 1 was completed in 2019 and extends into Enfield.

1.7 Public transport accessibility varies within the neighbourhood, with high accessibility around the High Road and Northumberland Park Station, and low accessibility in the suburban areas in the west of the neighbourhood and industrial land to the east.

1.8 North Tottenham has several busy arterial roads (Tottenham High Road, Watermead Way, and Great Cambridge Road), and the West Anglia Railway Line, which can inhibit east-west walking and cycling movement through the neighbourhood.

Economy & Town Centres

1.9 North Tottenham contains the largest proportion of designated industrial land in the borough. It supports a wide variety of activities from logistics and storage to construction retail, food and fashion manufacturing, and vehicle repair, with a high concentration of jobs filled by Haringey residents. The land is well connected, with easy road links to the North Circular to the north, southward into Central London via the A10 and in the case of the eastern industrial areas, the West Anglia Main Line.

1.10 Tottenham Hotspur Football Club (THFC) is a large employer and the jobs it supports and the activities which take place at the Tottenham Hotspur Stadium make a major contribution to the borough's economy.

1.11 North Tottenham has a newly designated District Centre centred on the High Road. Planned development within the High Road West and Tottenham Hotspur Stadium site allocations is anticipated to significantly increase the retail and leisure offer, alongside new commercial and education uses and homes. The centre's retail units are occupied by a range of independent operators, with a high proportion of hot food takeaways, betting shops and convenience stores. There are also several food and beverage outlets in this area which are linked to the activities that take place at the Tottenham Hotspur Stadium.

1.12 Smaller local centres on Park Lane and Great Cambridge Road serve communities to the east and west.

Landmarks, culture and heritage

1.13 Tottenham Hotspur Stadium is a defining feature of the North Tottenham landscape and an internationally famous sporting destination, with a local history dating to 1882. Today the facility hosts not only some of the world's biggest sporting events, including football and non-football event, but also international artists like Lady Gaga, Beyonce and Guns N'Roses.

1.14 North Tottenham retains the best surviving 19th century townscape section of the High Road, with a high concentration of listed buildings, including some particularly outstanding Georgian buildings and a range of Victorian buildings.

1.15 North Tottenham's wealth of heritage is not just limited to the High Road. There is evidence of human use of the waters of the River Lee Navigation back through pre-history. Its waters were used to transport food and goods for thousands of years, while its marshes and fields provided rich pastureland. Today the area retains several key structures associated with historical use of the river, such as Stonebridge Lock. Unfortunately, much of this history is not easily visible or accessible to the public. The area was home to Walter Tull, one of Britain's first black footballers and widely considered the first African-Caribbean mixed heritage man to be an infantry officer in the British Army. Killed in action at the Battle of the Somme, a plaque commemorating him was erected in 2014 at his former home on Northumberland Park Road.

Green and blue infrastructure

1.16 The neighbourhood mostly comprises of flat terrain, reflective of its Lee Valley location. Elevation rises towards the north-west of the neighbourhood, the ridge of Devonshire Hill providing views to the south. The Moselle River runs through Tottenham Cemetery, before disappearing into a culvert eastward along White Hart Lane then south along the High Road.

1.17 The eastern edge of the neighbourhood sits within the Lee Valley Regional Park. This large natural expanse offers great recreational opportunities but is not used by as many residents as it could be, being separated by the railway line and unwelcoming industrial areas. More accessible natural and open space is provided through Tottenham Cemetery and Bruce Castle Park, the latter sitting just outside the neighbourhood boundary.

1.18 Tree canopy coverage is particularly low in Northumberland Park (around 16%), with coverages rising in the less dense western suburbs (around 22%).

North Tottenham Vision

North Tottenham in 2043 will have delivered on the aspirations set out in Shaping Tottenham and will be an international sports, culture, and leisure destination, with a proud local identity, thriving town centres, residential neighbourhoods, and places of production. A clear legacy will have been secured from Tottenham's helping host the 2028 European Football Championships and there will have been a significant uplift in jobs with the opportunity identified in the London Growth Plan fully maximised.

New development will have delivered a range of new uses and associated investment will have helped address inequities experienced in the neighbourhood, secured new and improved infrastructure, and strengthened the local community. Placemaking will have been delivered in collaboration with local communities and businesses.

A significant number of new high-quality affordable homes will have been delivered to address local needs including as part of the transformation of High Road West and the area around the Tottenham Hotspur Stadium. A resident-led approach to investment and development in Northumberland Park Estate will have delivered many new and improved affordable homes alongside significant placemaking improvements.

North Tottenham District Centre will have been transformed by new and enhanced leisure and cultural uses. It will contribute to a thriving North Tottenham Cultural Quarter, with new and enhanced social and cultural infrastructure anchored by Tottenham Hotspur Stadium and a new landmark community/cultural building at High Road West. The delivery of new visitor accommodation will enhance the neighbourhood as a destination and help maximise the positive contribution from visitors.

Development will have strengthened local centres and provided new and enhanced community hubs throughout the neighbourhood, including at the new Selby Centre and within Northumberland Park Estate. There will be more local opportunities for positive social interaction, and improved access to everyday needs and services.

Conservation-led placemaking along and around the High Road will have protected and enhanced its historic value, preserving the village feel within the North Tottenham Conservation Area and improving its attractiveness as a destination.

Development will have helped to address deficiencies in access to good quality open spaces, including provision of a new park through the High Road West scheme, the planting of more street trees and enhanced connections through to Lee Valley Regional Park.

The neighbourhood's large industrial areas will have been intensified and modernised to be significantly more sustainable and to provide increased local employment opportunities. Public realm and connectivity improvements will enable these areas to better integrate into surrounding neighbourhoods.

Close collaboration with the London Borough of Enfield will have helped to leverage investment from large-scale development in the wider area, including at Meridian Water and Joyce Avenue and Snell's Park Estate, supporting significant improvements to the walking, cycling and public transport network.

Policy NTN1: North Tottenham Neighbourhood

A. The Council will support development proposals which contribute to the North Tottenham Vision and the aspirations set out in Shaping Tottenham and the London Growth Plan.

B. The neighbourhood will deliver at least 4,500 new homes (net) over the plan period and deliver a significant uplift in jobs with development prioritised within the Upper Lee Valley Opportunity Area and following Placemaking Focus Areas:

Transform
North Tottenham Central
Transform/Enhance
Northumberland Park and Park Lane
Enhance
North-East Tottenham
North Tottenham High Road
White Hart Lane East
Selby Centre and Queen Street
White Hart Lane Central

Tables and Figures 2. xxxxxxxx

C. The Council will support new and expanded town centre uses which help facilitate the transformation of the North Tottenham District Centre and bolster the North Tottenham Cultural Quarter and the existing leisure offer, provided that such proposals do not impact the vitality and viability of nearby town centres.

D. Proposals should reinforce the North Tottenham Cultural Quarter as an international culture, sports, leisure and education destination whilst also providing local-scale cultural facilities to create a cohesive, inclusive and accessible cultural hub. The Council will support the further use and development of Tottenham Hotspur Stadium as a world class visitor destination where this is demonstrated to have positive impacts for local communities and businesses and does not cause unacceptable harm to the amenity of residents.

E. Development proposals should protect, enhance and optimise designated employment land and workspace, supporting business growth and job creation. Development should support the economic role, objectives and priorities identified for each Placemaking Focus Area, including through:

F. capitalising on opportunities arising from North Tottenham's proximity to the North Circular, rail connections and position within the Innovation Corridor, Creative Enterprise Zone and Tottenham Strategic Economic Area;

(1) improving the integration of employment areas with surrounding residential neighbourhoods; and

(2) increasing access to employment, training and skills opportunities for local communities, particularly in areas experiencing high levels of unemployment.

(3) The rich heritage of the neighbourhood should be conserved, enhanced and celebrated. To achieve this, proposals should:

(4) take a conservation-led placemaking approach along the Tottenham High Road corridor.

(5) adopt a proactive approach to securing the long-term future of the neighbourhood's 'heritage at risk' assets.

(6) better reveal, interpret and present the neighbourhood's rich archaeological heritage.

G. Development must contribute to a clear, well-designed and managed public realm network. It must also support an improved perception of safety in the neighbourhood and be able to manage the impact of large crowds on event dates at the Tottenham Hotspur Stadium and elsewhere.

H. New and improved social infrastructure should be provided to improve access to integrated support services and community spaces, increasing their prominence in the neighbourhood.

I. Development proposals should deliver and contribute to strategic improvements in connectivity for pedestrians, cyclists and public transport users, where appropriate. These include:

(1) providing safer and easier crossings over busy arterial roads and the West Anglia railway line.

(2) enhancing and extending the cycle network, capitalising on investment in Cycle Superhighway 1.

(3) supporting the provision of car-club bays to address gaps in coverage.

(4) improving the management of traffic and crowd flows on event days.

(5) improvements to the River Lee Navigation towpath, as well as access to it and connections from North Tottenham as part of the walking and cycling network.

J. Development proposals should deliver and contribute to, where appropriate, strategic improvements to biodiversity and the provision of and accessibility to green infrastructure and open spaces. These include:

(1) an enhanced pedestrian and cycling Greenways Route linking Bruce Castle Park, across the High Road to Lee Valley Regional Park.

(2) a new local park on the High Road West allocation.

K. Proposals should protect and seek to enhance the River Lee Navigation, River Lea and Moselle Brook including exploring opportunities for deculverting, aligned with Policy G8.

Supporting Text

Placemaking Strategy

1.19 There is a key opportunity to deliver enhancement and transformation within the North Tottenham neighbourhood to further capitalise on its strengths as well as to address the significant challenges it faces. The neighbourhood will experience a significant level of change over the next 15 years, reflecting its location within the Lea Valley Opportunity Area, the aspirations of the Council and other stakeholders to upgrade and expand its existing culture, leisure and visitor offer to enhance its status as an international destination, and the delivery of major placemaking benefits through masterplanned development on key strategic site allocations at High Road West, Tottenham Hotspur Stadium, Northumberland Park Estate and the Selby Centre.

1.20 It is important that development and investment is planned and delivered to provide significant benefits for the local community, which has some of the highest levels of need in the borough. This chapter sets out a clear and ambitious vision for the future of North Tottenham.

1.21 Most new homes will be accommodated in accessible and connected areas near Tottenham High Road and close to White Hart Lane and Northumberland Park stations, where high density development is more appropriate. The redevelopment of High Road West will make a crucial contribution to this, providing over 2,600 additional homes as part of a new urban neighbourhood.

District Centre

1.22 The scale of development anticipated justifies the elevation and expansion of North Tottenham Local Centre to a District Centre to support a growing local and visitor population. The boundary of the centre has been expanded to include the north part of the Tottenham Hotspur Stadium allocation and parts of the High Road West allocation.

1.23 The focus of the North Tottenham District Centre should be on providing cultural, leisure and community uses (including ancillary cultural contributors such as restaurants and cafes), supporting the North Tottenham Cultural Quarter. Convenience retail, services and workspaces are also encouraged in addition to smaller scale comparison retail.

Cultural Quarter

1.24 The London Growth Plan recognises Tottenham as an internationally significant visitor destination, anchored by a major cultural venue in the Tottenham Hotspur Stadium. The stadium hosts international concerts and a range of sporting events including football, American football (NFL), rugby, boxing, alongside conferences, exhibitions and other activities. Continued development around the stadium site, alongside the transformation of High Road West on the opposite side of the High Road provides an opportunity to establish a wider Cultural Quarter, pulling together complementary social and cultural infrastructure and showcasing the area's heritage, sporting and music legacies, and the wealth of creative production that occurs across Tottenham.

Industrial Land

1.25 North Tottenham is strategically located within the UK Innovation Corridor and the Lee Valley Opportunity Area. The Council will continue to work collaboratively with key stakeholders, including through the Tri-Borough Partnership (comprised of Haringey, Enfield and Waltham Forest) to a 'Productive Lee Valley' to support industry-led growth, local production and enterprise in the Upper Lee Valley.

1.26 North Tottenham has existing sectoral strengths in food production and manufacturing and fashion manufacturing, with the potential to grow music, performance and visual arts leveraging off investment in the North Tottenham Cultural Quarter.

1.27 Many industrial areas are adjacent to areas of transformation, both in Haringey and in Enfield. Development should help develop a stronger sense of place, showcasing industrial activities and, where appropriate, attracting visitors to sample products.

Heritage

1.28 In recent years there has been concerted effort from the Council and key stakeholders such as Tottenham Hotspur Football Club to restore and enhance heritage assets in the neighbourhood. However, some of North Tottenham's heritage assets, including the North Tottenham Conservation Area, are still identified as 'heritage at risk'. Development provides an opportunity to enhance and celebrate the areas heritage assets and secure their long-term future.

1.29 The area around the High Road contains some of the area's most important heritage assets but also some of the best opportunities for development, which is why it is essential that the approach to development is grounded in an excellent understanding of and strategy for conservation and enhancement of the historic environment.

Public Realm

1.30 Residents in North Tottenham have some of the lowest levels of feeling safe in the borough, both during the day and at night. A key challenge is the poor layout of parts of the neighbourhood, particularly its estates, with many routes feeling unsafe and confusing to navigate. Proposals should seek to address this through public realm enhancement, for example improved lighting, or transformation by restructuring routes to feel safer. Contributions may be sought to support local community safety measures.

1.31 A strategic approach to the public realm is required, offering a clear and easily navigable network that provides for a range of activities. Given the comparatively young population in this neighbourhood there should be a strong focus on providing activities for children and young people.

1.32 Development should encourage the local community to take greater pride and ownership in the public realm. It is important that public space is clearly identified as being public and always kept accessible to residents. The neighbourhood experiences high visitor numbers on event days. Public realm should be designed and managed to encourage use and activation on non-event days and avoid and minimise any negative which can arise from large crowds, such as noise, litter and anti-social behaviour.

Social Infrastructure

1.33 The North Tottenham community has significant needs and depends on a variety of social infrastructure and services. Although the area has many social infrastructure facilities, they are not always easily accessible or equipped to cater to local needs. New development should enhance or re-provide social infrastructure in a way that makes them a more prominent and accessible part of the urban landscape and allows them to be more effectively used to support a diverse and growing community and foster social integration. This includes considering how spaces complement wider provision, including across the borough boundary in Enfield.

Connectivity

1.34 A high proportion of traffic collisions take place on North Tottenham's busy arterial roads (Tottenham High Road, Watermead Way, and Great Cambridge Road), and other key routes (Willoughby Lane, White Hart Lane, Creighton Road, Brantwood Road and Northumberland Park Road). The Council will deliver and support transport interventions that address this severance and improve the safety of the street network.

Green Spaces

1.35 Large parts of North Tottenham lack sufficient access to open space. In addition to the establishment of a new local scale open space within the High Road West allocation, development proposals, particularly for larger development sites, should support the creation of new open space or enhance existing spaces and access to them.

1.36 The Greenways Route should be enhanced to better connect the historic Bruce Castle Park with the wild landscapes of the Lee Valley, improving access to large open spaces and nature and providing a high-quality pedestrian and cycle connection between Northumberland Park Station and the North Tottenham Cultural Quarter.

Policy NTN2: North Tottenham Cultural Quarter

A. The North Tottenham Cultural Quarter will be transformed via mixed use redevelopment. To secure its long-term reputation as an international visitor destination and ensure it capitalises on the area's strengths and delivers opportunities for residents and local businesses, development proposals within it should:

(1) Provide cultural infrastructure to support sports, recreation, leisure, education, art, music, and performance.

(2) Maximise the delivery of employment uses, with a strong focus on workspace to support the creative industries.

(3) Establish the Cultural Quarter as an evening and night-time entertainment destination by providing a wide range of evening and night-time entertainment activities and delivering high-quality, creative and heritage-sensitive lighting.

(4) Enhance cultural engagement in North Tottenham, ensuring local communities benefit from the activities and facilities within the Cultural Quarter.

(5) Provide cultural meanwhile uses to sustain a vibrant atmosphere during and after the construction period of development

(6) Help deliver a vibrant, inclusive and cohesive public realm, providing for a range of community and cultural activities and establishing a strong and distinct identity for the Cultural Quarter.

(7) Accommodate community and cultural uses within heritage assets, where this would enhance heritage value.

(8) Support cultural infrastructure with ancillary uses including food and beverage, retail and visitor accommodation.

(9) Contribute to a strong cultural eco-system, strengthening relationships between cultural assets and providers.

Supporting Text

Placemaking Strategy

1.37 The Council recognises the immense opportunity presented by existing, planned and potential cultural infrastructure in North Tottenham. This policy sets a high-level strategy for realising the opportunity.

1.38 The neighbourhood has a strong sporting legacy, being the home of Tottenham Hotspur Football Club. In addition to the stadium which hosts a range of international and national sporting events, there are a number of local sporting facilities, including the nearby Tottenham Community Sports Centre, school facilities and, further afield, Coles Park Stadium and the Fredrick Knight Sports Ground. New development and public realm, particularly on undeveloped parts of the stadium site, provide an opportunity to deliver a wider range of play, recreation and sporting activities, enhancing existing provision and the Cultural Quarter's reputation for sports and recreation.

1.39 Tottenham also has a strong and well-developed music scene, with a range of music-related assets. The international scale of the stadium, which already attracts global artists such as Beyonce and Bad Bunny, could be complemented with local rehearsal and performance spaces, cultivating local talent, attracting regional and international artists, and expanding the cultural destination offer.

1.40 An element of creative workspace should be provided within the Cultural Quarter to complement cultural consumption uses and support the creative industries. Where appropriate, creative production should be made visible to the public to support the vibrancy of the Cultural Quarter and showcase the wider creative production that occurs across the wider Tottenham Creative Enterprise Zone.

1.41 The mix of existing uses, presence of the stadium, and accessibility of the Cultural Quarter make it an appropriate location for evening and night-time entertainment. However, it is vital such uses provide benefits for residents and are appropriately managed to minimise impacts on local communities. Comprehensive development of key parts of the Cultural Quarter provides an opportunity to better design and manage evening and night-time economy venues and uses to ensure adequate management and mitigation of adverse effects. The Council will strongly support the establishment and protection of grassroots music venues and LGBTQ+ venues which have been in decline and are under pressure from development across London.

1.42 North Tottenham has some of the lowest rates of cultural engagement in the borough. Development proposals should seek to improve access to cultural production and consumption for the local community. This could include providing access to cultural spaces and activities, programming events in public spaces, providing heritage interpretation or public art, and designing and managing cultural spaces so they are fully accessible.

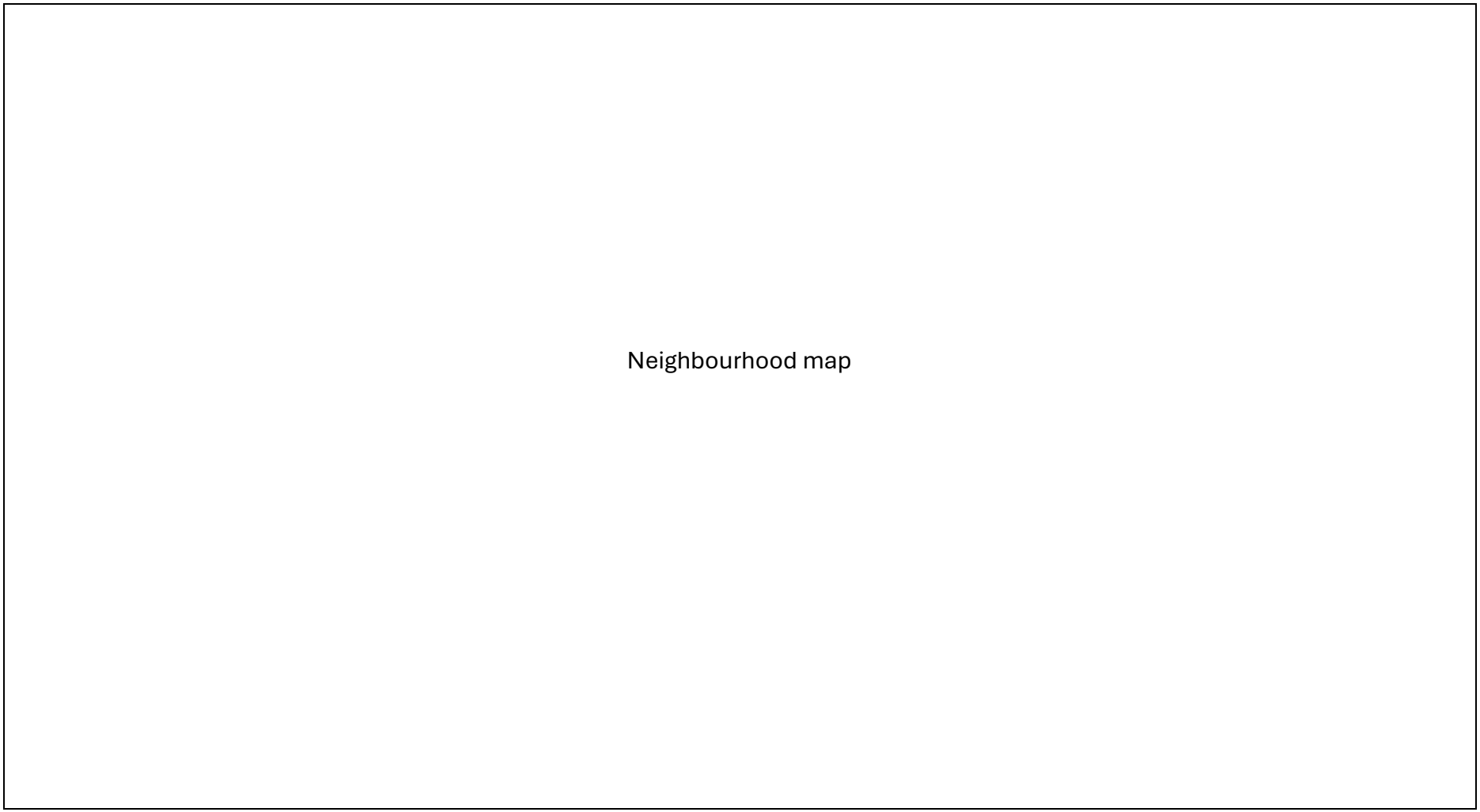
1.43 The Council will support provision for meanwhile uses that support the vibrancy of the Cultural Quarter. These uses will be particularly important in helping to establish the Cultural Quarter as a destination over time, with the opportunity to leverage Haringey's term as the London Borough of Culture in 2027 and Tottenham Hotspur Stadium's part hosting of the UEFA 2028 European Football Championships.

1.44 A vibrant and inclusive public realm will be crucial to the success of the Cultural Quarter. It should feel cohesive, accessible to local communities and be activated throughout the day and the week, not just on event days.

1.45 Cultural quarters are successful when a strong cultural ecosystem is established. Proposals should contribute positively to the existing and planned cultural offer. The Council encourages the building of relationships between cultural institutions not just in the Cultural Quarter but in the wider areas, this includes schools, creative industries in nearby industrial areas, sporting and religious facilities.

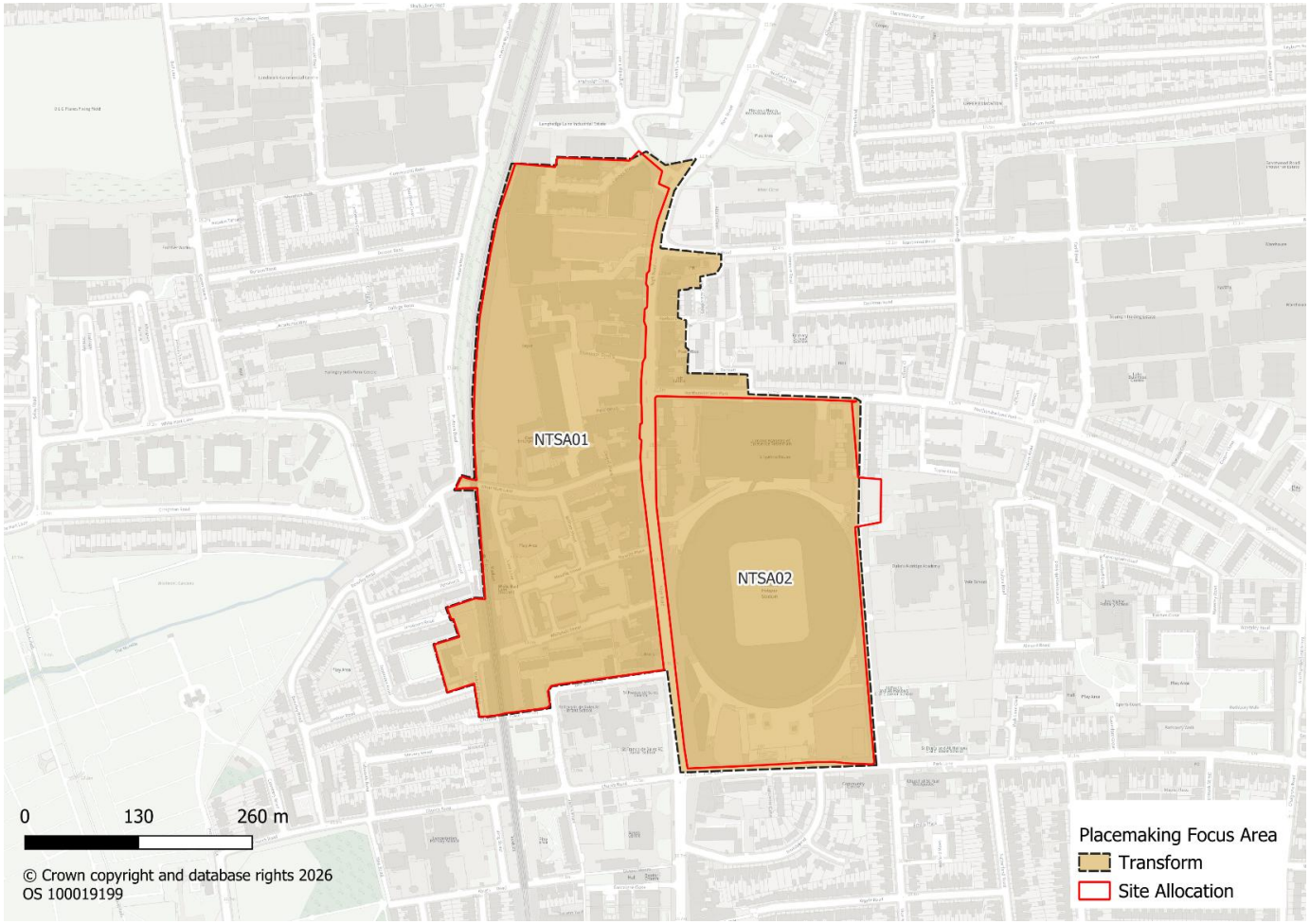
1.46 The Council will expect development proposals, where appropriate and proportionate, to identify a clear strategic approach to supporting the aspirations for the Cultural Quarter.

Placemaking Strategies + Site Allocations



Tables and Figures 3. Map of Placemaking Focus Areas in XXXXXX

NT PFA1: North Tottenham Central



Tables and Figures 4. Map of Placemaking Focus Area XXXXX

Strategy

1.47 The centre of North Tottenham will be transformed to reflect its status as an internationally significant destination. Transformation will be driven by comprehensive redevelopment of the High Road West site allocation and completion of the remaining elements of the Tottenham Hotspur Stadium site allocation. These will deliver new and improved public realm, green spaces, and social and cultural infrastructure, as well as a substantial number of new jobs and homes, establishing a new high density urban neighbourhood around a vibrant District Centre.

1.48 Strong emphasis will be placed on creating a coherent network of public spaces and providing cultural and social infrastructure and other town centre uses to support social integration and a rich civic life.

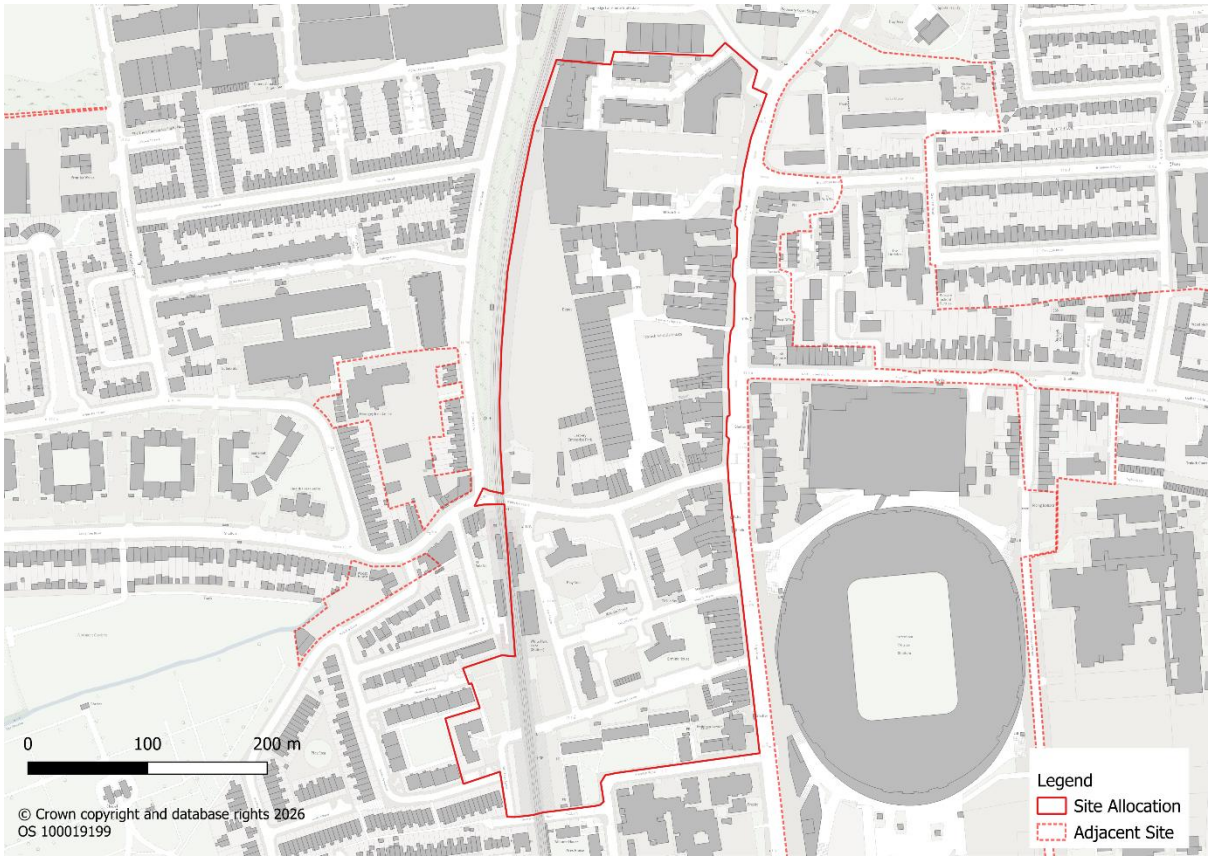
1.49 This strategy will be implemented through adherence to Policies NTN1-2, the site allocations outlined below, and the following initiatives.

- Working strategically and collaboratively with key stakeholders, including the London Borough of Enfield having regard to major planned development across the borough boundary within Enfield's Place Area at Angel Edmonton and Meridian Water.
- Capitalising on the opportunities offered by Tottenham Hotspur Stadium part hosting the 2028 European Football Championships including the establishment of fan zones during the tournament, driving local and strategic transport improvements, and opportunities to secure a positive legacy
- Capitalising on the opportunities offered by Haringey being the London Borough of Culture in 2027.
- Establishing a thriving District Centre led by new and enhanced leisure, cultural and education uses.
- Establishing the North Tottenham Cultural Quarter, comprised of:
- The stadium and a new landmark cultural/community facility as anchoring the cultural offer.
- Large public spaces to accommodate events and activities, including a new public square and local park on High Road West and an enhanced public south podium square next to the stadium.
- A restored, enhanced and sensitively lit historic streetscape along the High Road and White Hart Lane, with historic buildings housing community and cultural activities, where appropriate.

- A series of laneways either side of the High Road at Peacock Yards and Northumberland Terrace, supporting a range of cultural production and consumption activities. These areas have the potential to facilitate the development of a cultural, arts and music focused ecosystem. Where appropriate, creative production should be made visible to the public to support the vibrancy of the Cultural Quarter.
- Conserving and enhancing the character of the North Tottenham historic townscape, including:
- The continuous line of historic buildings either side of the High Road.
- The sequence of public spaces along and behind the High Road and how they relate positively to heritage assets.
- The sense of scale experienced along the High Road, ensuring that new development does not overly dominate the buildings.
- Retaining and restoring shopfronts of architectural and historic merit. Others should be restored to original designs wherever possible.
- Sensitive internal and external lighting of historic buildings to elevate the presence of key buildings.
- Providing easy, clear and safe connections for pedestrians and cyclists, including:
- Accommodating large visitor flows from White Hart Lane and Northumberland Park Station and Tottenham High Road.
- Ensuring the public realm is designed and managed to mitigate and avoid issues of noise, litter, crime and anti-social behaviour.
- Rebalancing the provision of road space in favour of pedestrians, cyclists and public transport in accordance with Haringey's Walking and Cycling Strategy and emerging Kerbside Strategy.
- Signalling and enhancing threshold points into the areas, including:
- The Weavers Overground Line bridge over White Hart Lane
- Tottenham High Road, where the historic townscape is bookended by the statutory listed 867 & 869 High Road and the locally listed pub, 'The Coach & Horses'.
- The intersection of Worcester Avenue and Park Lane

Site Allocations

NT SA01: High Road West



Tables and Figures 5. Xxx

Site Information	Details
Address	High Road West, N17
Area (ha)	10.8
PTAL	4-5
Planning designations and constraints	Article 4 - HMOs Opportunity Area PFA Transform Area Partially in a Creative Enterprise Zone (CEZ) Partially in a Cultural Quarter Partially in a District Centre Potentially Suitable for Tall Buildings Partially in Flood Zone 3 Partially in a Risk of Surface Water Flooding Area – Medium & High Critical Drainage Area Proximity to a Statutory Main River Blue Ribbon Network Partially in an Ecological Corridor

	Archaeological Priority Area (APA) - Tier 2 and Tier 3 Partially in a Conservation Area Listed Buildings Locally Listed Buildings
Relevant permissions	APP/Y5420/W/21/3289690 HGY/2021/3175 (Hybrid) HGY/2022/0563 (Full) HGY/2023/2306 (Full) HGY/2024/0692 (Full) HGY/2021/1771 HGY/2019/2929 HGY/2018/0187 HGY/2021/2283 (Full)
Indicative capacities	2,612 homes (net) 20,000sqm (gross) town centre uses 4,000sqm (gross) industrial uses
Phasing	2028-2042
Ownership	Public and private

Tables and Figures 6. Xxx

A. Proposal

- High Road West will be transformed in a comprehensive, timely and coordinated way to help establish a new expanded District Centre and a Cultural Quarter. A new urban residential neighbourhood will be created accommodating over 2,600 additional homes, including a large portion of genuinely affordable homes. Alongside a new high-quality, walkable public realm and street network, development will deliver significant new infrastructure. This includes a public square, local park, landmark cultural/community facility and health centre.

- Several planning permissions have been given for this site, the most comprehensive of which is a hybrid planning permission (HGY/2021/3175) for the demolition of existing buildings and the creation of a new mixed used development with up to 2,929 new homes, commercial, office, retail and community uses, new public park, public square and other landscaped public realm and pedestrian and cycle routes.

- There are separate planning permissions for various parcels within the overall allocation including a residential led mixed-use combined scheme for The Goods Yard, The Depot, 36 & 44-52 White Hart Lane and 867-879 High Road.

- In 2021, a resident ballot approved the principle of redevelopment of the Love Lane Estate. As part of the Council's Love Lane Landlord Offer, existing secure and non-secure tenants residing on the estate at the time of the ballot will be offered new social rented council homes within the development. Assistance will also be provided to resident leaseholders to support them in remaining within the local area.

B. Masterplanning, engagement and delivery

- A Council-approved spatial framework is in place for the allocation (see planning permission HGY/2021/3175). Development proposals must accord with the most up-to-date approved version of framework, as read alongside and updated by relevant Local Plan policies and this site allocation.

- Major development proposals for individual phases, development parcels or landholdings, should be supported by a masterplan demonstrating how they contribute to and implement the objectives, principles and spatial framework established by the approved spatial framework

- The District Centre boundary shown on the Policies Map may be subject to limited alteration through the masterplanning process to respond to the emerging site layout and movement network. Any proposed changes must be agreed with the Council, reflected in the approved framework, and will inform a future update to the Local Plan. The District Centre should generally be

focused upon the public square and frontages to White Hart Lane and the High Road.

- Masterplans must be supported by a Meanwhile Uses Strategy and Implementation Plan that promotes the vitality and activity of the Cultural Quarter and District Centre throughout the development process, in accordance with Policies NTN1 and NTN2.

- The Council will, where appropriate, support land assembly, including the use of Compulsory Purchase Orders, to facilitate delivery of the allocation in accordance with the approved spatial framework.

- Development proposals must be supported by a comprehensive and meaningful programme of engagement with local communities and stakeholders. Engagement should build on consultation undertaken to date, accord with the Council's Placemaking Approach and the principles of the Haringey Deal, and demonstrate how feedback has informed the design and delivery of development.

C. Land uses and activities

Existing land use: Residential, employment, town centre, community uses (including Whitehall & Tenterden Community Centre and Coombes Croft Library)

Acceptable land uses: Residential, town centre, cultural, leisure, education and employment

- Development should provide a significant increase in new homes, with conventional Class C3 housing comprising the predominant residential use. Purpose-built student accommodation and large-scale purpose-built shared living accommodation will only be supported where they form a complementary and limited component of the overall residential mix, facilitate the provision of genuinely affordable housing, and contribute to the creation of a mixed and balanced community.

- Development should provide social infrastructure necessary to support the needs arising from the development, including the reprovision of any social infrastructure lost through redevelopment (such as Whitehall & Tenterden Community Centre and Coombes Croft Library) in accordance with Policy S2, a landmark cultural and community facility fronting the public square, a new health centre (subject to engagement with and evidence of need from the NHS), and publicly accessible toilets.

- Development should support the establishment of an expanded District Centre and strengthen the North Tottenham Cultural Quarter through a significant increase in town centre, leisure, education, employment, community and cultural uses, including creative workspace, with active frontages focused on the High Road, White Hart Lane and the public square.

- Development should provide a range of uses to meet local needs and enhance the area as a destination and provide seven day a week activity during the day and in the evenings. There are opportunities to locate workspace in areas behind the High Road, north of White Hart Lane, and underneath the railway arches.

D. Built form, character and heritage

- Where development is likely to impact heritage assets, a detailed assessment of their significance and their contribution to the wider conservation area should be undertaken and new development should respond to it accordingly.

- In undertaking a conservation-led approach to development, proposals should set out a strategy for optimising the positive contribution of heritage assets to:

- the economic vitality of the District Centre and the Cultural Quarter

- local character and distinctiveness

- social inclusion and the use of historic buildings and spaces, such as The Grange, to bring people together.

- Conservation-led design guidance should be provided for detailed planning applications, particularly those elements directly impacting on heritage assets.

- Development proposals should improve the setting of heritage assets through the sensitive redevelopment of negatively contributing buildings and establishment of a more complementary public realm and urban form.

- This site is appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10, the Haringey Tall Buildings study and the following key principles and requirements:

    - building heights should fall towards the more sensitive heritage context along the High Road and White Hart Lane, with height rising towards the railway line.

    - The approach to height and massing should be informed by an analysis of its contribution to North Tottenham's existing and emerging skyline, particularly when observed from key viewpoints.

- Proposals should address the cumulative effect of the emerging wider cluster of tall buildings in North Tottenham and the need to establish a cohesive skyline.

- Larger commercial and leisure buildings should be located close to the new public square, linking the station to the stadium.

- Development proposals should ensure the landmark cultural/community facility achieves exceptional design quality. A design competition should be used to encourage innovative and high-quality architectural solutions.

- Clear building frontages must be established along the High Road and White Hart Lane.

E. Movement and Public Realm

- A significant net increase in high-quality public space and private amenity space should be provided, including:

- A large new community park (minimum 0.53ha) to address existing deficiencies in access to open space.

- A new public square (minimum 0.35ha), connecting White Hart Lane Station and Tottenham High Road. It should enable a range of community and cultural activities seven days a week, during the day and evenings, as well as allow for spectator movement on event days.

- A legible and cohesive network of streets should be created, prioritising active travel and connecting seamlessly into the surrounding area. Development proposals should:

- Significantly improve east-west pedestrian and cycling connectivity, including the strategic Greenways route to the Lee Valley Regional Park.

- Investigate and, where feasible, deliver or otherwise safeguard opportunities for a new connection across the railway to Pretoria Road.

- Support and enhance the local bus network, including improvements to bus services already secured through the High Road West development.

F. Environment and Sustainability

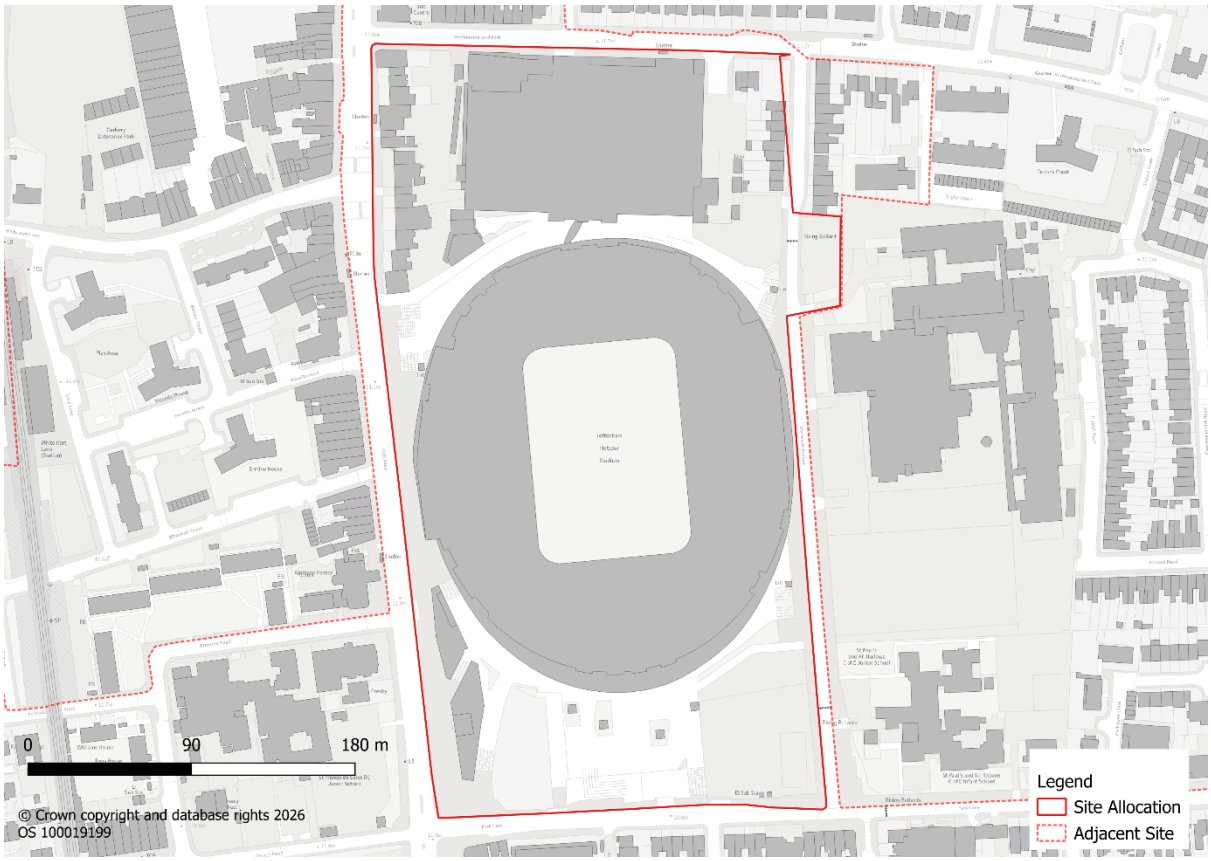
- It must be demonstrated that adequate water and wastewater infrastructure capacity is available to support development. Where appropriate, this should be informed by modelling of potential impacts on the water and wastewater network and early engagement with Thames Water, including consideration of any capacity constraints at the sewage treatment works.

- Development must safeguard the adjacent Main River and ensure development does not adversely affect its flood risk, ecological or operational functions. Early engagement with the Environment Agency is required, and any

necessary Flood Risk Activity Permits must be secured prior to the commencement of works.

- Proposals should contribute to the restoration, enhancement and public enjoyment of the Blue Ribbon Network including through investigating opportunities to deculvert the Moselle Brook and restore it as an accessible blue-green asset.
- The site's high heat risk should be addressed through the provision of urban cooling measures.
- Opportunities should be pursued to enhance and expand the ecological corridor that runs along the railway line.
- Proposals should support mitigation of, and improvement to, local air quality and noise pollution.
- On land formerly in industrial use, studies should be undertaken to understand what potential contamination there is prior to any development taking place.

NT SA02: Tottenham Hotspur Stadium



Tables and Figures 7. Xxx

Site Information	Details
Address	748 High Road, Tottenham, London, N17 OAP
Area (ha)	9.31
PTAL	4-5
Planning designations and constraints	Article 4 - HMOs Opportunity Area PFA Transform Area Partially in a District Centre Cultural Quarter Creative Enterprise Zone (CEZ) Potentially Suitable for Tall Buildings Partially in Flood Zone 3 Partially in a Risk of Surface Water Flooding Area – Medium & High Critical Drainage Area Source Protection Zone (SPZ) - SPZ2 Outer Proximity to a Statutory Main River Adjacent to Blue Ribbon Network Partially in an Archaeological Priority Area (APA) - Tier 2 and Tier 3

	Partially in a Conservation Area Listed Buildings Locally Listed Buildings
Relevant permissions	HGY/2015/3000 (Hybrid) plus numerous amendments and reserved matters applications
Indicative capacities	634 homes 10,300sqm community and cultural uses 4,000sqm employment uses 16,700 sqm hotel uses
Phasing	2028-2032
Ownership	Private

Tables and Figures 8. Xxx

A. Proposal

- The Tottenham Hotspur Stadium site will continue its transformation as an international visitor destination, anchoring the North Tottenham Cultural Quarter and underscoring Tottenham Hotspur Football Club's long association with Haringey.

- In 2015 planning permission was given for the demolition and comprehensive phased redevelopment of the stadium and Tottenham Experience , a new sports centre, community uses, offices, housing and a health centre, together with streets, public and private open spaces.

- With the world class stadium completed, remaining development will strengthen the Cultural Quarter by providing a range of culture and leisure activities, community infrastructure and a hotel to accommodate visitors. It will also contribute over 600 new homes, increasing footfall and supporting local businesses. Alongside these uses, an enhanced and expanded public realm will create an inclusive and vibrant atmosphere for residents and visitors throughout the day, week and year, on event days and non-event days.

- The Council will continue to work collaboratively with the club, taking a vision-driven and strategic approach to optimising placemaking benefits for the neighbourhood and wider area and respecting the operational needs of the club.

B. Masterplanning, engagement and delivery

- A Council-approved spatial framework is in place for the allocation and is reflected in planning permission HGY/2015/3000. Development proposals must accord with the most up-to-date approved framework and any associated masterplans, as read alongside and updated by relevant Local Plan policies and this site allocation.

- Major development proposals for individual phases, development parcels or landholdings should be supported by a masterplan demonstrating how they contribute to and implement the approved framework.

- Masterplans must be supported by a Meanwhile Uses Strategy and Implementation Plan that promotes the vitality and activity of the Cultural Quarter and District Centre throughout the development process, in accordance with Policies NTN1 and NTN2.

C. Land uses and activities

- Existing land uses: stadium, community (education), retail, culture, leisure, sport and recreation, and office/workspace

- Acceptable land uses: stadium, residential, a hotel, town centre, education, community cultural, sport, recreation, leisure and employment uses

- Development proposals should provide uses that reinforce the North Tottenham Cultural Quarter as an international culture, sports, leisure and education destination, while also providing local-scale cultural facilities to create a cohesive, inclusive and accessible cultural hub in accordance with Policy NTN2.

- The Stadium is a major driver of economic, cultural and visitor activity but the largest event days can generate significant impacts on neighbouring communities. Development should support a diverse programme of activity, including community use of stadium facilities and small and medium-scale events that can be enjoyed by residents and visitors, contributing to a vibrant seven-day-a-week Cultural Quarter and town centre. Continued improvements to crowd management, transport arrangements, noise mitigation and community engagement should be supported to minimise major event impacts.

- Uses should be arranged and designed to create active and attractive public spaces, support seven day a week activity throughout the day and evening and broaden opportunities for residents and visitors to access cultural, sporting and entertainment experiences.

- Development should maximise local employment, skills and training opportunities for Haringey residents.

- Development proposals must provide social infrastructure necessary to support the needs arising from the development. This should include delivery of the health facility envisaged through the approved masterplan where evidence from relevant service providers demonstrates that such provision remains required. Where a health facility is demonstrated not to be required, appropriate alternative community infrastructure or a financial contribution shall be provided to address identified local needs. Development proposals must demonstrate how such infrastructure will be secured and delivered through an agreed phasing and delivery strategy.

D. Built form, character and heritage

- The stadium and associated public realm is of a high-design quality and several listed buildings have already been brought back into positive use as part of the development. Future development should be of a high-quality design, ensuring that development responds positively to the context and provides active frontages to the High Road and Park Lane.

- Development should continue to make positive use of heritage assets and respond positively to the heritage context

- Where development is likely to impact heritage assets, a detailed assessment of their significance and their contribution to the wider conservation area should be undertaken and new development should respond to it accordingly.

- This site is appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10, the Haringey Tall Buildings study and the following key principles and requirements:

    - Tall buildings should relate positively to the surrounding public realm, respecting and enhancing the human-scale experience at the ground floor level. Proposals must be supported by high-quality public realm and greenery and landscaping and provide a positive human scale experience for pedestrians and cyclists

    - Tall buildings should be located towards the centre and south of the area, stepping down in height to relate to the scale of Trulock Road and Park Lane.

    - Regard should be had to the cumulative effect of the emerging wider cluster of tall buildings in North Tottenham and the need to establish a cohesive skyline.

    - The approach to height and massing should be informed by an analysis of its contribution to North Tottenham's existing and emerging skyline, particularly when observed from key viewpoints.

E. Movement and Public Realm

- Development proposals should provide:

    - High quality, publicly accessible and activated spaces within the site on non-match days that complement other public realm/spaces in the area and link with key existing and future walking and cycling routes in the locality.

    - New high quality public spaces, with a net increase in the amount of publicly accessible urban realm.

    - An improved physical and operational interface across Worcester Avenue to the Northumberland Park placemaking focus area to the east, and the High Road to the High Road West site allocation to the west, to support placemaking objectives for those areas.

    - Measures to support access to the stadium by public transport on event and non-event days and, through collaboration with the stadium and transport providers, avoid, minimise and mitigate event day impacts on existing and future residents, businesses and employees.

F. Environment and Sustainability

- Through development and the management of events and activities at the stadium, positive impacts on residents and businesses must be maximised and the negative impacts must be minimised and mitigated.

- It must be demonstrated that adequate water infrastructure capacity is available to support development. Where appropriate, this should be informed by modelling of potential impacts on the water network and early engagement with Thames Water, including consideration of any capacity constraints at the sewage treatment works.

- Development should safeguard the adjacent Main River and ensure not adversely affect its flood risk, ecological or operational functions. Early engagement with the Environment Agency is required, and any necessary Flood Risk Activity Permits must be secured prior to the commencement of works.

- Development should contribute to the restoration, enhancement and public enjoyment of the Blue Ribbon Network, and investigate opportunities to deculvert the Moselle Brook and restore it as an accessible blue-green asset.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

- The site's high heat risk should be addressed through the provision of urban cooling measures.

- Proposals should support mitigation of, and improvement to, local air quality and noise pollution.

NT PFA2: Northumberland Park and Park Lane



Tables and Figures 9. Map of Placemaking Focus Area XXXXX [to be updated – missing enhance component – refer to spatial strategy map]

Strategy

1.50 The Northumberland Park area will be enhanced and, in places, transformed to create a welcoming, healthy, connected and vibrant neighbourhood that provides residents and businesses with services and opportunities to support them to live fulfilled lives. Much of this change will come through the resident-led masterplanned development of the Northumberland Park estate. At present the area experiences conditions linked to high levels of socioeconomic disadvantage, poor connectively and safety and issues with the housing stock. There are many public spaces with limited purpose and low levels of use.

1.51 Development provides an opportunity to create a more socially inclusive neighbourhood, celebrating the cultures and diversity of local communities and creating a place where residents feel proud, to live, safe to play and where visitors feel welcomed.

1.52 As part of the wider transformation of North Tottenham, there may be opportunities for comprehensive development of part of this area alongside the Tottenham Hotspur Stadium site. This could provide opportunities for significant investment, enhanced community and cultural facilities via alternative provision and a better overall use of land.

1.53 The Council will work together with landowners, developers and businesses to support the intensification of the Brantwood Strategic Industrial Land and Willoughby Lane Locally Significant Industrial Site for employment uses, leveraging their strategic location within the Innovation Corridor. Given their proximity to the North Circular, these areas are considered appropriate for logistics, storage and distribution uses. The Council will support provision of these uses to address borough-wide needs. Such uses should be delivered alongside a range of complementary employment floorspace, including higher-density workspace, to maximise job creation and support a diverse employment offer. Their sense of place and relationship with surrounding residential areas will be improved, attracting more visitors, particularly on Stadium event days, to see and taste what is being produced.

1.54 This strategy will be implemented through adherence to Policy NTN1, the site allocation outlined below, and the following initiatives.

i. Working strategically and collaboratively with key stakeholders, including the London Borough of Enfield, to ensure enhancement/transformation complements and is complemented by development within this Placemaking Focus Area, adjacent Placemaking Focus Areas and across the borough boundary within Enfield's Urban Place Area at Meridian Water.

ii. Creating a community heart on Park Lane, enhancing the buildings, shops and services to better serve the local community; making the street greener and safer; and improving wayfinding to the Lea Valley and the High Street.

iii. Providing safer, clearer and better-connected streets and routes through the estate and enabling better integration between the residential and industrial areas.

iv. Delivering new and improved council homes, including new family homes, for Northumberland Park residents. Existing homes will be improved where required and new homes will be delivered on identified sites for infill and other sites which will improve the overall layout and safer routes across the estate.

v. Taking a strategic and co-ordinated approach to the provision and enhancement of social infrastructure. The neighbourhood contains various community facilities, however some are not fit for purpose, hidden away, or don't feel connected.

vi. Contributing to improvements in transport infrastructure, including:

vii. Working with Transport for London and Network Rail to further improve connections over the railway and the station itself at Northumberland Park Station.

viii. Working with London Borough of Enfield to improve the strategic east-west cycle connection from Meridian Water to White Hart Lane

ix. Improving Park Lane as a key a primary east-west pedestrian and cycle route, with generous green infrastructure provision and wayfinding signalling its role in connecting residents and visitors to the open spaces of the Lee Valley.

x. Enhancing the industrial estates through co-ordinated and, where appropriate, masterplanned development.

xi. Addressing poor access, circulation and parking for goods vehicles. This includes enabling more sustainable transport options for businesses.

xii. Improving broadband and energy infrastructure provision.

xiii. Creating a strong sense of place through wayfinding and improvements to the public realm, particularly at gateways into the estates.

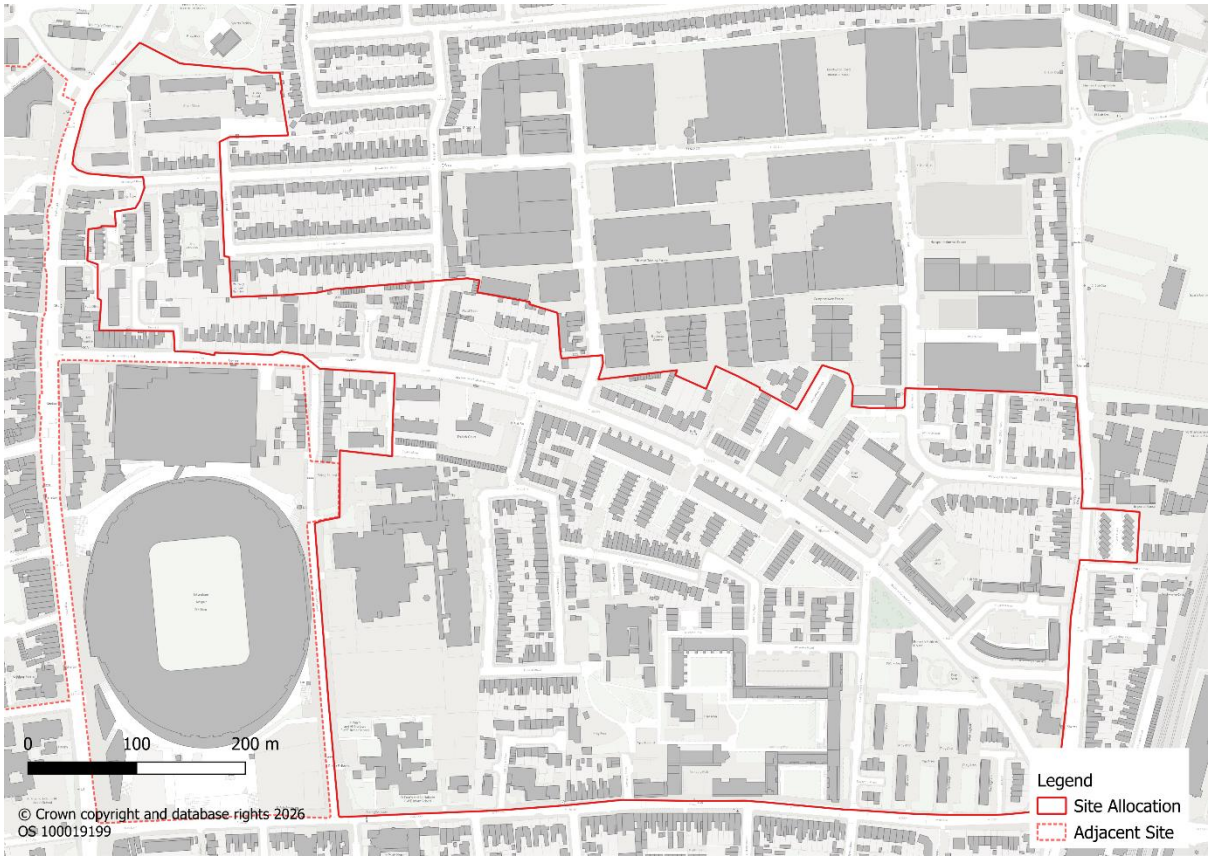
xiv. Conserving and enhancing industrial heritage where it exists, such as the front elevation of the Triumph Trading Estate.

xv. Addressing high crime rates by engaging with the Metropolitan Police and implementing designing out crime principles.

xvi. Where possible, reducing the size of blocks or considering breaks in between blocks to increase permeability and create new accesses if opportunities to connect walking and cycling routes exist.

Site Allocations

NT SA03: Northumberland Park Estate



Tables and Figures 10. Xxx

Site Information	Details
Address	Northumberland Park Estate Area, Tottenham, N17
Area (ha)	32
PTAL	3-5
Planning designations and constraints	Article 4 - HMOs Opportunity Area PFA Enhance Transform Area Creative Enterprise Zone (CEZ) Local Centres Potentially Suitable for Tall Buildings Partially in Flood Zone 3 Partially in a Risk of Surface Water Flooding Area – Medium & High Partially in a Critical Drainage Area Source Protection Zone (SPZ) - SPZ2 Outer Adjacent to a Conservation Area Partially in Archaeological Priority Area (APA) - Tier 2 and Tier 3

	Locally Listed Buildings
Relevant permissions	None
Indicative capacities	500-1000 homes (net) New town centre, office/workspace and community floorspace
Phasing	2028-2042
Ownership	Public and Private

Tables and Figures 11. Xxx

A. Proposal

Northumberland Park Estate will be enhanced and/or transformed through a resident-led placemaking approach, in accordance with the Haringey Deal. In the short to medium term, development will provide new homes on infill sites and town centre uses on Park Lane, a safer and better-connected public realm, and new and improved community infrastructure. In the long term, and subject to public engagement, there is the potential to secure significant placemaking benefits, including delivery of 500 to over 1000 new homes, through redevelopment of parts of the estate.

B. Masterplanning, engagement and delivery

Development proposals must be supported by a Spatial Framework, prepared in accordance with Policy D8.

The Spatial Framework should:

- Cover the entire allocation and support the delivery of the Local Plan, Shaping Tottenham, the Community Placemaking Plan, the Northumberland Park Homes and Spaces Plan, and any subsequent Council-approved strategic placemaking documents.
- Demonstrate how development will optimise placemaking opportunities across the allocation through the comprehensive and coordinated delivery of development, infrastructure, public realm and community facilities.
- Assess existing and future social infrastructure needs across the allocation and surrounding area, having regard to existing levels of deprivation, health inequality, population growth and community needs.
- Demonstrate how social infrastructure is integrated into the design and spatial structure of the allocation, including through its location, accessibility, prominence and relationship with public spaces, centres and movement networks.
- Consider the opportunities arising from the potential future delivery of Crossrail 2, recognising that it is likely to occur beyond the plan period, and ensure that development does not prejudice future transformational development or associated placemaking opportunities
- Be prepared by a suitably qualified and multidisciplinary team and include appropriate local representation.

In accordance with Policy D8, major development proposals for individual phases, development parcels or landholdings may be required to be supported by a masterplan demonstrating how they contribute to and implement the objectives, principles and spatial strategy established by the approved spatial framework.

The spatial framework and any masterplans must be informed by a comprehensive and meaningful programme of community and stakeholder engagement, in

accordance with the Council's Placemaking Approach and the principles of the Haringey Deal.

Major development proposals should be supported by a Meanwhile Uses Strategy and Implementation Plan.

C. Land uses and activities

Existing land uses: Residential, office/workspace and community uses

Acceptable land uses: Residential, retail/town centre, office/workspace and community uses

Development should:

- Provide a range of homes to support a diverse community, with a particular focus on meeting local needs for family housing and addressing overcrowding and accessibility issues.
- Improve the quality of existing housing and retain good quality housing stock where appropriate, particularly family homes.
- Support the Park Lane Local Centre through the provision of town centre uses and active ground floor frontages. Reconfiguration of the Local Centre may be appropriate as part of the masterplan where this would help deliver placemaking aspirations.
- Introduce ground floor workspaces where appropriate to support local businesses and animate the public realm.
- Enhance community infrastructure to meet current and future needs, including through redevelopment, relocation or co-location where this supports the masterplan and placemaking objectives.
- Introduce ground floor workspaces where appropriate to activate the public realm, support local businesses and provide employment, learning and training opportunities.
- Enhance community infrastructure to meet current and future needs, including through its redevelopment, relocation or co-location where this supports the delivery of the masterplan and wider placemaking objectives.
- Provide the social infrastructure necessary to support the needs arising from the development, including the reprovision of any social infrastructure lost through redevelopment. Depending on the scale of development proposed there may be a need for additional healthcare provision within area. The Council will continue engaging with the NHS to identify how to best provide for these needs.

D. Built form, character and heritage

- Community buildings should be made more prominent and oriented to engage with and better support the public realm. The Northumberland Park Neighbourhood Resource Centre is an important community asset which currently relates poorly to both Park Lane and Somerford Grove.

- Historic buildings, including the villas along Northumberland Park and the pub at 102 Northumberland Park, should be retained and used to enhance the character of the area.
- This site may be appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10, the Haringey Tall Buildings study and generally directed towards:
- The east of the site, where there is an existing tall building (Kenneth Robbins House) and greater accessibility to Northumberland Park Station
- Close to the Tottenham Hotspur Stadium, where there is greater transport accessibility and a planned cluster of tall buildings on the Tottenham Hotspur Stadium site allocation.
- Altair Close, where there is an existing tall building (Stellar House), high public transport accessibility and a planned cluster of tall buildings nearby through the Joyce and Snell's Park Estate development in Enfield.
- Moderate height may be used to articulate Park Lane Local Centre, while respecting the prevailing scale of development and the human scale of Park Lane.
- Development north of Brantwood Road, around Alastair Close, should help to articulate a graduated change in character and scale from the historic North Tottenham townscape to a more modern, higher density urban character.
- Buildings should have clearly defined fronts, backs, entrances and private and public spaces to create a safer environment.

E. Movement and Public Realm

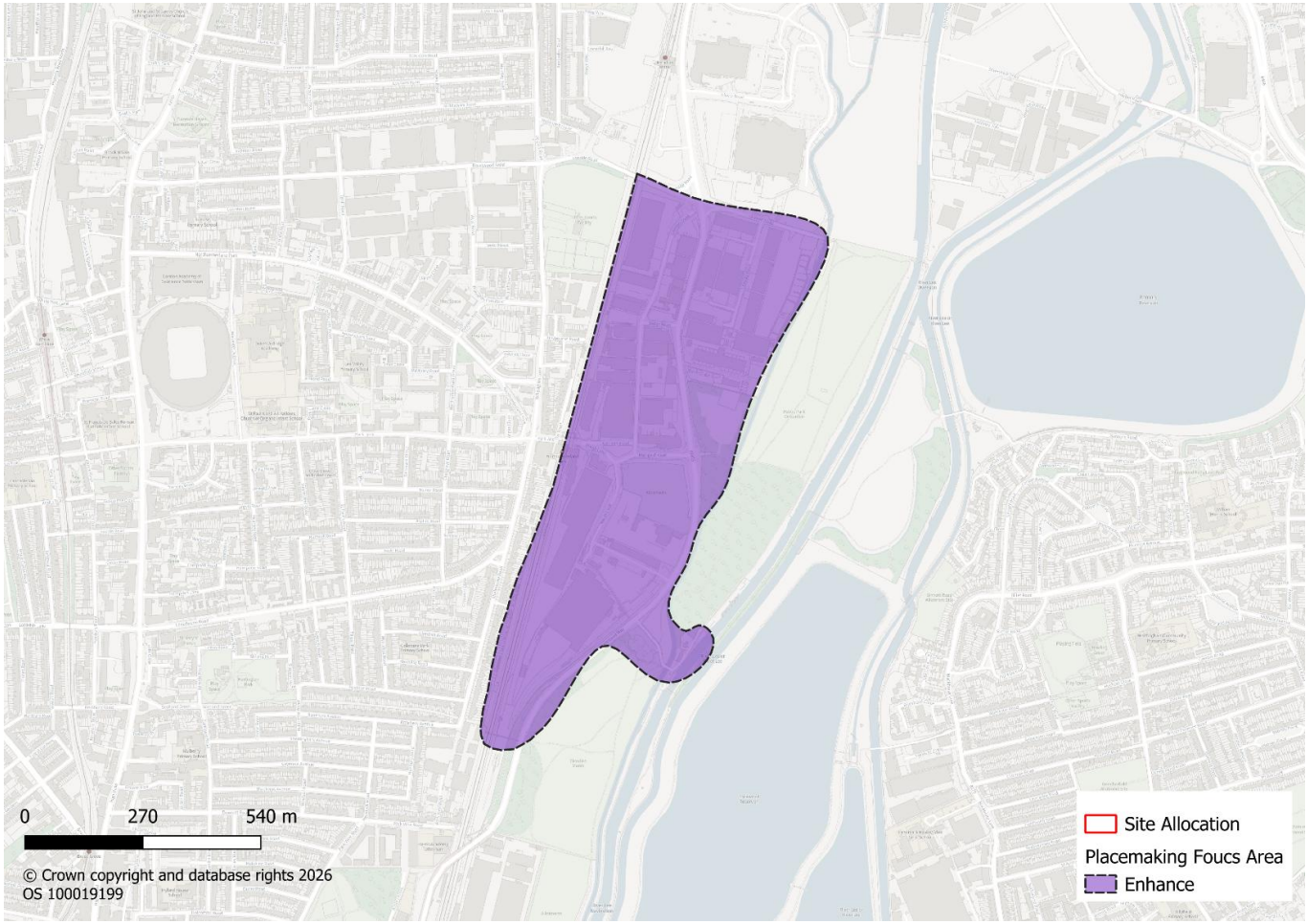
- A safer, clearer and more connected public realm and street network should be established, improving walking and cycling routes both within the estate and to surrounding areas. This includes removing unneeded alleys and creating safer, well-lit routes, with passive surveillance throughout the estate.
- Existing east-west routes should be enhanced, including utilising Park Lane as a pedestrian and cycle friendly route linking Tottenham High Road, the existing Park Lane Local Centre, Northumberland Park Station and the Lee Valley Regional Park.
- Proposals should safeguard existing public transport infrastructure, including bus stands on Northumberland Park, and contribute to improved connectivity to Northumberland Park Station and across the railway corridor.
- The public realm and street network should be designed and managed to minimise vehicular traffic and manage parking and crowds to benefit residents and support local businesses. This includes directing crowd flows along the key routes of Park Lane and Northumberland Park rather than through the estate.
- Somerford Grove should be enhanced, expanded and made more visible to support a wider range of play and recreational activities for the area's diverse residents.
- Tottenham Hotspur Stadium is a local landmark and development proposals should consider opportunities to enhance views of the stadium, particularly from Somerford Grove, to create a sense of place.

- New and improved pocket parks and play spaces should be provided throughout the estate to support the area's young population. Priority locations include Thornley Close, Trulock, Stellar House and Kenneth Robbins House.
- The masterplan should preserve opportunities to connect the South Podium of the stadium to the heart of the Northumberland Park neighbourhood.

F. Environment and Sustainability

- The site's high heat risk should be addressed through the provision of urban cooling measures.
- It should be demonstrated that adequate water infrastructure capacity is available to support development. Where appropriate, this should be informed by modelling of potential impacts on the water network and early engagement with Thames Water, including consideration of any capacity constraints at the sewage treatment works.
- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.
- Development should support greening, an increase in tree canopy cover and incorporate opportunities for residents to engage in food growing activities.

NT PFA3: North-East Tottenham



Tables and Figures 12. Map of Placemaking Focus Area XXX

Strategy

1.55 The Council will work together with landowners, developers and businesses to support the enhancement and co-ordinated intensification of the North East and Marsh Lane Strategic Industrial Land for employment uses, leveraging its strategic location within the Productive Lee Valley.

1.56 Given its proximity to the North Circular, the employment areas here are considered appropriate for logistics, storage and distribution uses. The Council will support provision of these uses to address borough-wide needs. Such uses should be delivered alongside a range of complementary employment floorspace, including higher-density workspace, to maximise job creation and support a diverse employment offer.

1.57 Development will support improved connections with Lee Valley Regional Park, Northumberland Park to the east and the new residential neighbourhood at Meridian Water to the north.

1.58 This strategy will be implemented through adherence to Policy NTN1, the site allocation outlined below, and the following initiatives.

i. Working strategically and collaboratively with key stakeholders, including the London Borough of Enfield having regard to major planned development across the borough boundary within Enfield's Place Area at Angel Edmonton and Meridian Water.

ii. The Council will support ancillary uses where they support and do not compromise the functioning of the industrial areas. Uses with more public footfall, and those supporting employees such as a small local café serving workers or food retail that is ancillary to wholesale production should be directed to the street front along Marigold Road and the Garman Road.

iii. Contributing to an improved streetscape and walking and cycling connections along Garman Road, connecting through to Meridian Water. Active frontages should be provided along Garman Road and Marigold Road in particular.

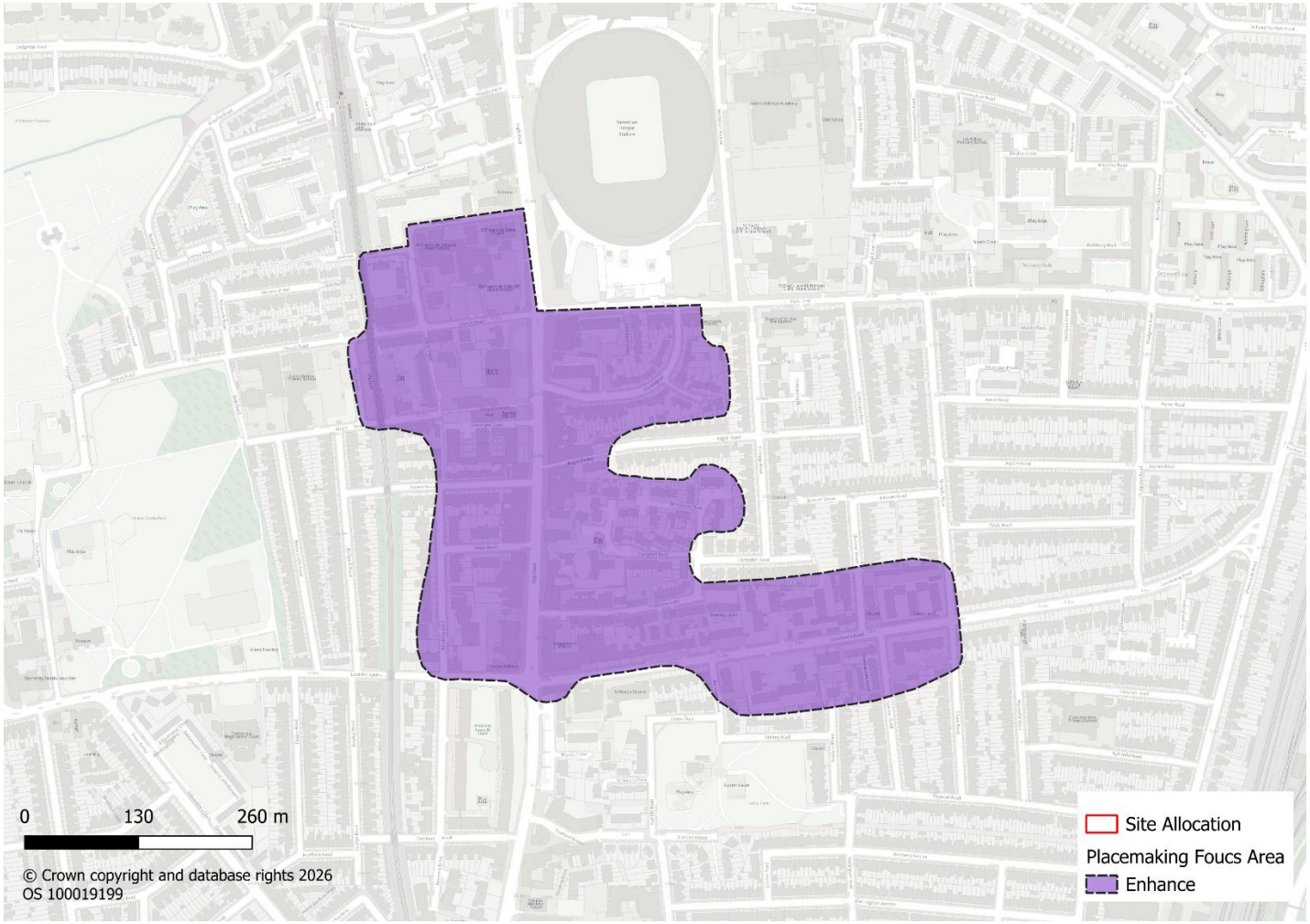
iv. Contributing to wayfinding to key destinations such as Meridian Water, Industrial Estates and transport connections.

v. Supporting sectoral strengths in food and beverage manufacturing

vi. Respecting the area's rich industrial heritage by retaining buildings and features that contribute positively towards its industrial character.

vii. Enhancing Stonebridge Lock as a visitor and recreation node centred on the Waterside Centre, with improved connections to and along the River Lee Navigation and the wider Lee Valley.

NT PFA4: North Tottenham High Road



Tables and Figures 13. Map of Placemaking Focus Area XXX

Strategy

1.59 Development and placemaking interventions will enhance this area's historic character and its role as the southern gateway into North Tottenham and the North Tottenham Cultural Quarter. Restored historic frontages, a pedestrian and cycle friendly public realm, and range of active workspace and high street uses will create a safe, engaging and welcoming high street environment with a strong sense of place.

1.60 Lansdowne Road will be enhanced through a mix of infill and redevelopment, securing new homes and employment space, providing active frontages and an improved public realm.

1.61 Further from the High Road, there are opportunities for retrofit, infill and, where appropriate, redevelopment to address poor residential street frontages and improve east-west connections through to the high street.

1.62 This strategy will be implemented through adherence to Policies NTN1-2, and the following initiatives:

i. Conserving and enhancing the historic environment by:

ii. Retaining and restoring shopfronts of architectural and historic merit. Others should be restored to original designs wherever possible.

iii. Sensitive internal and external lighting of historic buildings, taking opportunities to use lighting to elevate the presence of key buildings.

iv. Replacing visually intrusive solid metal roller shutters with more heritage appropriate security measures.

v. Discouraging the painting of brickwork on historic buildings.

vi. Better revealing the significance of the Whitbred's Brewery complex.

vii. Signalling and enhancing threshold points into the area, including:

viii. The southern entrance to the Cultural Quarter, marked by Tottenham Baptist Church, Tottenham Community Sports Centre and the widening of the High Road public realm north of Bromley Road.

ix. The entrance into the North Tottenham neighbourhood at the intersection of the High Road, Lordship Lane and Lansdowne Road, bookended by the Enterprise Centre and the former LCS department store (636 & 638 High Road)

x. Better activating the green space outside Tottenham Community Sports Centre as part of the public realm.

xi. Enhancing the pedestrian and cycling experience along the High Road and improving wayfinding.

xii. Pursuing opportunities to better activate the railway arches which could potentially accommodate creative industry workspace to support the Tottenham Creative Enterprise Zone.

NT PFA5: White Hart Lane East



Map of Placemaking Focus Area XXXX

Strategy

1.63 This area contains the former Haringey Irish Centre and Wedge Centre. Together these provide an opportunity to reconfigure and/or re-provide community provision in the area to better meet local needs while at the same time integrating new homes, retail and workspace to foster a more vibrant character. Opportunities will be taken to activate the public realm and leverage development to enhance existing open spaces. Development will serve to enhance the built character of the area, better celebrating local landmarks and improving street fronts. The area sits on the edge of the North Tottenham Cultural Quarter. There should be a co-ordinated approach to the provision of cultural and community infrastructure so that it complements the wider offer, both in the Cultural Quarter and at the nearby re-provided Selby Centre and Haringey Sixth Form College.

1.64 This strategy will be implemented through adherence to Policy NTN1, the allocations outlined below, and the following initiatives.

i. Supporting development which re-provides and enhances the community facilities in the area, making them more accessible, intensifying their use, and, where appropriate, leveraging them to activate the public realm.

ii. Bringing the Railway Tavern, a local landmark, back into use. To support its viability there may be opportunities to relocate nearby community uses into the building.

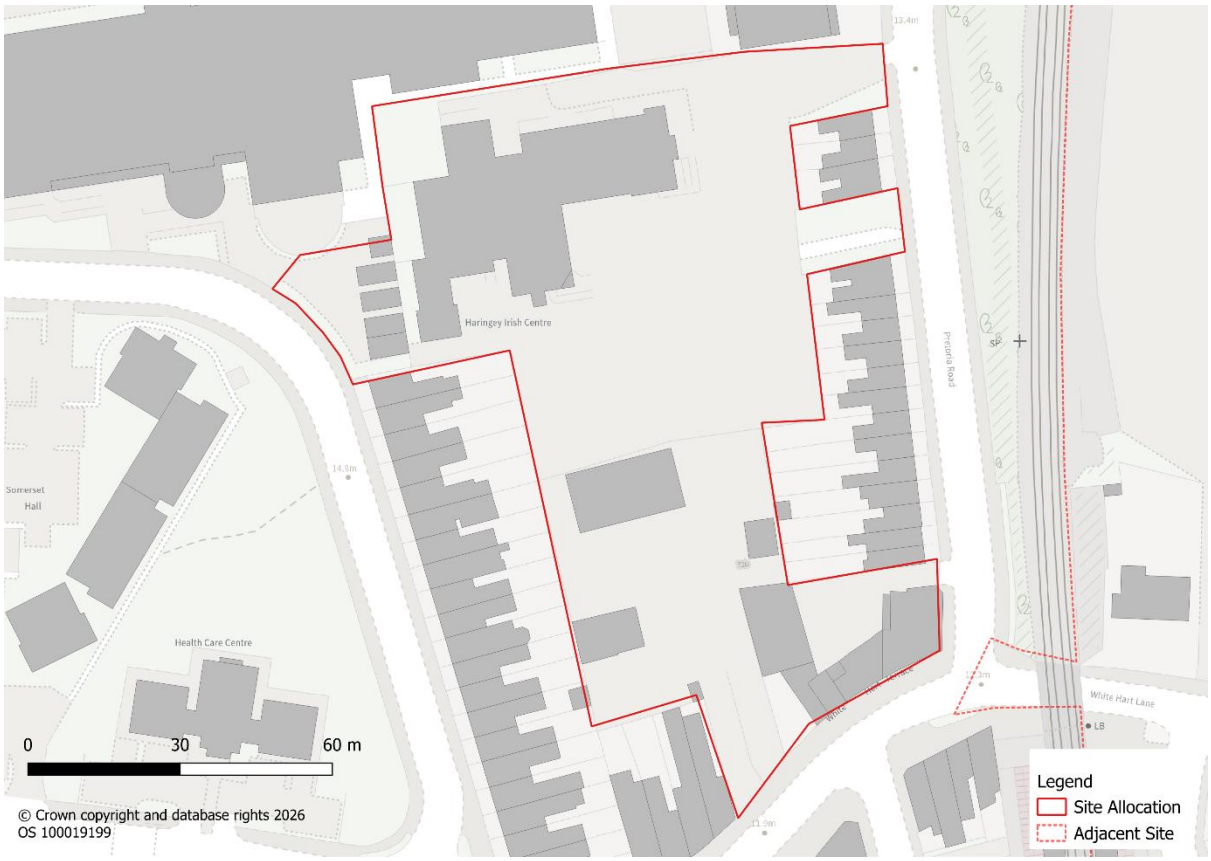
iii. Improving the street front along White Hart Lane and Creighton Road, with a preference for historic shopfronts on the ground floor.

iv. Improvements to the public realm, including the creation of new public space and the widening of narrow footpaths. The path of the Moselle should be referenced in the design of the public realm.

v. Working with Network Rail and other landowners to better use the land around the Electricity Substation on Penshurst Road and the railway arches.

vi. Improving the usability of the open space at the corner of Creighton Road and White Hart Lane.

NT SA04: North of White Hart Lane



Tables and Figures 14. Xxx

Site Information	Details
Address	1-6 White Hart Terrace, 74-80 White Hart Lane Haringey Irish Cultural & Community Centre, Pretoria Road, Tottenham, London N17
Area (ha)	1.03
PTAL	4-5
Planning designations and constraints	Article 4 - HMOs PFA Enhance Area Creative Enterprise Zone (CEZ) Partially in Flood Zone 3 Partially in a Risk of Surface Water Flooding Area – Medium & High Critical Drainage Area Proximity to a Statutory Main River Adjacent to Blue Ribbon Network Partially in an Archaeological Priority Area (APA) - Tier 3
Relevant permissions	None
Indicative capacities	100 homes (net) 1000sqm (gross) industrial and office/workspace 2000sqm (gross) community

Phasing	2033-2037
Ownership	Public and Private

Tables and Figures 15. Xxx

A. Proposal

Masterplanned comprehensive residential-led mixed-use development with re-provided and enhanced community facilities and workspaces to support the Cultural Quarter. The development of the Haringey Irish Centre site will create new pedestrian routes, public realm and enhance the edge-of-centre character of the White Hart Lane frontage.

B. Masterplanning, engagement and delivery

Development proposals must be supported by a Spatial Framework, prepared in accordance with Policy D8.

The Spatial Framework should:

- Respond sensitively to neighbouring uses, including Haringey Sixth Form College and other community facilities, and, through engagement with the College, consider opportunities to establish a new east-west pedestrian connection between Pretoria Road and White Hart Lane.
- Secure a north-south pedestrian connection linking the southern section of White Hart Lane to Pretoria Road

C. Land uses and activities

Existing land uses: Community and employment
Acceptable land uses: Community, office/workspace, retail and residential

Development should:

- Enhance and integrate community uses into the development, taking opportunities to improve their visibility and accessibility, including through relocation to more prominent frontages.
- Provide active ground floor uses along the White Hart Lane frontage to support vitality, animation and pedestrian activity. Any retail should be located along this frontage.
- Re-provide the existing community space within the former Haringey Irish Centre, in accordance with Policy S2. Re-provided community floorspace should, where feasible, be located on the White Hart Lane frontage to enhance its visibility and accessibility.
- Re-provide existing employment floorspace. Alternative approaches may be supported where it can be demonstrated that they would deliver an equivalent or greater increase in jobs and employment opportunities. Priority should be given to creative industry workspace that strengthens the Cultural Quarter.

D. Built form, character and heritage

- The height of development should respect the neighbouring terraced houses on Pretoria Road and White Hart Lane, with taller elements more appropriate towards the centre and northern end of the site.
- Building heights along the White Hart Lane should be in keeping with the buildings on the southern side of White Hart Lane.
- Enhanced active frontages should be re-provided along White Hart Lane to maintain its High Street character.

E. Movement and public realm

- Redevelopment should pursue, where appropriate, take opportunities to:
    - Enhance and expanded public realm along the White Hart Lane frontage to complement the community facility, enable tree planting and/or provide for outdoor dining.
    - Create a small public square around the existing mature tree on White Hart Lane.
    - Proposals should demonstrate how they have sought to engage with Haringey Sixth Form College to establish new east-west pedestrian route across the northern part of the site, linking White Hart Lane and Pretoria Road. This route should be safeguarded.
- A north-south pedestrian route should be established linking the southern section of White Hart Lane to Pretoria Road.

F. Environment and sustainability

- Development should safeguard the adjacent Main River and ensure development does not adversely affect its flood risk, ecological or operational functions. Early engagement with the Environment Agency is required, and any necessary Flood Risk Activity Permits must be secured prior to the commencement of works.
- Development should contribute to the restoration, enhancement and public enjoyment of the Blue Ribbon Network, and investigate opportunities to deculvert the Moselle Brook and restore it as an accessible blue-green asset.
- The site's high heat risk should be addressed through the provision of urban cooling measures.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.

NT SA05: Wedge House



Tables and Figures 16. Xxx

Site Information	Details
Address	Wedge House, White Hart Lane, N17 8HJ
Area (ha)	0.31
PTAL	4-5
Planning designations and constraints	Article 4 - HMOs PFA Enhance Area Partially in a Creative Enterprise Zone (CEZ) Adjacent to a Site of Importance for Nature Conservation (SINC) - Grade 2 Partially in Flood Zone 2 and 3 Partially in a Risk of Surface Water Flooding Area – Medium & High Critical Drainage Area Proximity to a Statutory Main River Blue Ribon Network Partially in an Archaeological Priority Area (APA) - Tier 2 and Tier 3 Adjacent to a Conservation Area Adjacent to Locally Listed Buildings
Relevant permissions	None

Indicative capacities	40 homes (net) 3000sqm (gross) office/workspace and community
Phasing	2028-2032
Ownership	Public and Private

Tables and Figures 17. Xxx

A. Proposal

Mixed-use redevelopment and/or retrofit to re-provide community and employment uses, alongside new homes. Development provides an opportunity to enhance the White Hart Lane frontage and provide new public realm and green infrastructure.

B. Masterplanning, engagement and delivery

Proposals should demonstrate they have considered the feasibility of optimising the use of the site through retrofit and expansion of Wedge House.

C. Land uses and activities

Existing land uses: Industrial, office/workspace, community

Acceptable land uses: Office/workspace, community, and residential

Development should:

- Locate residential uses predominantly on upper floors, with active ground floor uses and employment space focused on the White Hart Lane frontage and lower floors.
- Give priority to creative industry workspace that supports the nearby Cultural Quarter and the reprovision of existing businesses.
- Re-provide existing community uses in accordance with Policy S2.
- Re-provide existing employment floorspace. Alternative approaches may be supported where it can be demonstrated that they would deliver an equivalent or greater increase in jobs and employment opportunities.

D. Built form, character and heritage

- Development height should respect the single and double storey duplex and terrace houses to the north and west. There is capacity for some modest additional height at the corner of Beaufoy Road and White Hart Lane, where Wedge House currently sits.
- Development should conserve and enhance the setting of nearby heritage assets, including the Tottenham Cemetery Conservation Area.
- Redevelopment on 65A White Hart Lane should be in keeping with height and character of the buildings opposite and the Railway Pub to the east, enhancing setting of the pub and views towards it as a local landmark.
- Active frontages should be provided along White Hart Lane and Beaufoy Road

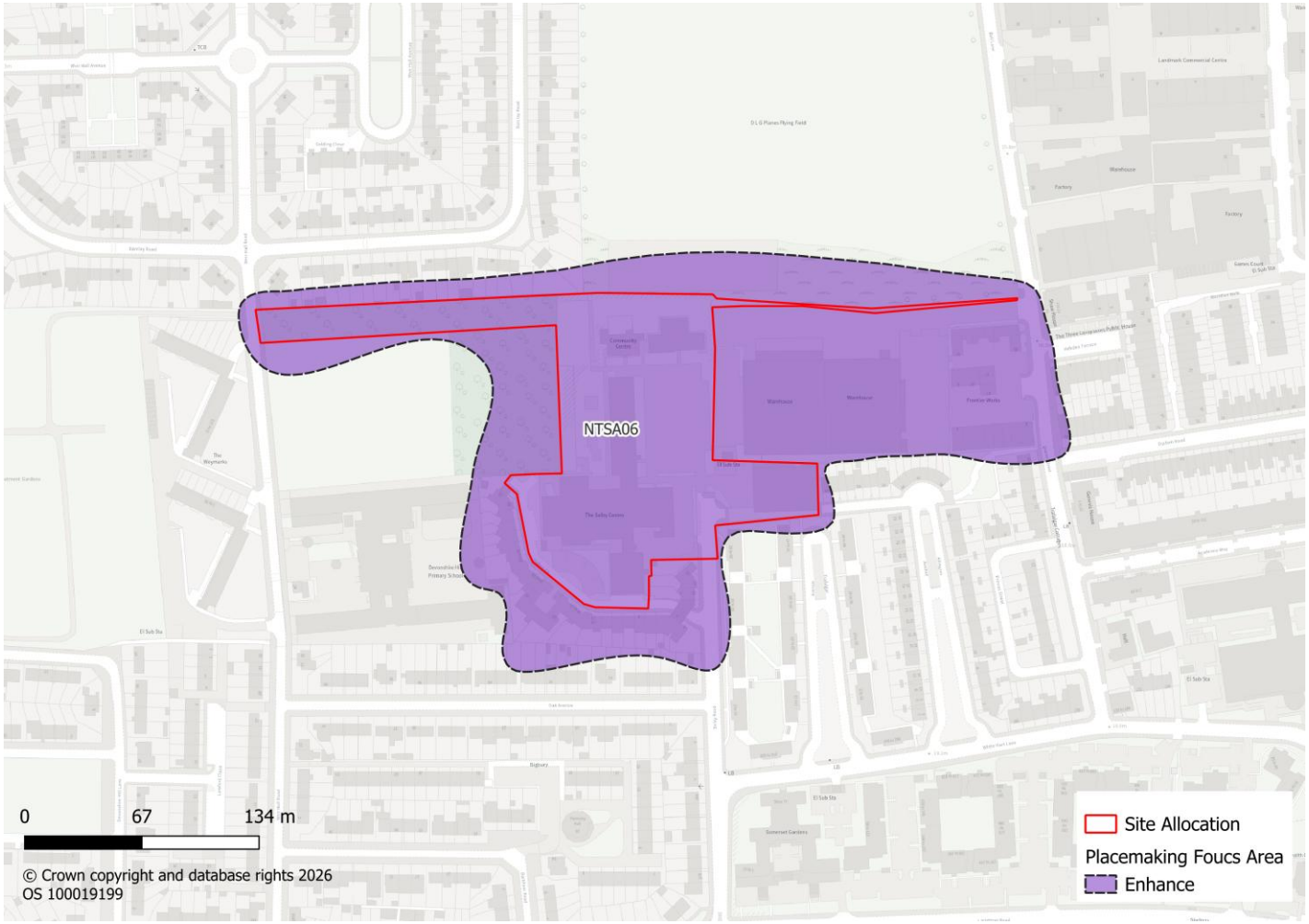
E. Movement and Public Realm

- There is an opportunity expand the public realm at the corner of Beaufoy Road and White Hart Lane to complement the community and employment uses on the site and provide green infrastructure.

F. Environment and sustainability

- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- Development should safeguard the adjacent Main River and ensure development does not adversely affect its flood risk, ecological or operational functions. Early engagement with the Environment Agency is required, and any necessary Flood Risk Activity Permits must be secured prior to the commencement of works.
- Development should contribute to the restoration, enhancement and public enjoyment of the Blue Ribbon Network, and investigate opportunities to deculvert the Moselle Brook and restore it as an accessible blue-green asset.
- The site's high heat risk should be addressed through the provision of urban cooling measures.
- It should be demonstrated that adequate water infrastructure capacity is available to support development. Where appropriate, this should be informed by modelling of potential impacts on the water network and early engagement with Thames Water, including consideration of any capacity constraints at the sewage treatment works.

NT PFA6: The Selby Centre and Queen Street



Tables and Figures 18. Map of Placemaking Focus Area

Strategy

1.65 This area will be enhanced to support the redevelopment of the Selby Centre, allowing for delivering new homes alongside the reprovision and enhancement of community and recreational facilities. Walking and cycling links will be improved to support safety and increase access to community facilities. The intensification of the Queen Street Locally Significant Industrial Site will enable the delivery of more modern, low-carbon workspaces and support local job growth.

1.66 This strategy will be implemented through adherence to Policy NTN1, the allocation outlined below, and the following initiatives.

i. Delivery of a new mixed use, sustainable neighbourhood at the Selby centre, including around 200 new council homes

ii. Re-providing accessible and high-quality community and recreational facilities in the area to deliver social, economic and educational benefits

iii. Enhancing walking and cycling connections to social infrastructure, and along the newly extended Cycle Superhighway 1.

iv. Contributing to the provision of affordable workspace within the neighbourhood.

v. Providing for and encouraging the use of more sustainable modes of transport, including within the Locally Significant Industrial Site.

NT SA06: The Selby Centre



Tables and Figures 19. Xxx

Site Information	Details
Address	Selby Centre, Selby Lane, N17
Area (ha)	2.2
PTAL	1b-3
Planning designations and constraints	Article 4 - HMOs PFA Enhance Area Adjacent to a Locally Significant Industrial Site (LSIS) Partially in a Designated Open Space
Relevant permissions	HGY/2024/2851
Indicative capacities	200 homes (net) 100sqm employment space office/workspace
Phasing	2028-2032
Ownership	Public

Tables and Figures 20. Xxx

A. Proposal

Comprehensive mixed-use redevelopment of the Selby Centre, together with linked development on the adjacent Bull Lane Playing Field in the London Borough of Enfield to create a new urban village, anchored by the reprovision and enhancement of community, cultural, open space and sporting facilities with a new Selby Centre at the heart of the community.

The Selby Urban Village project is a single project being jointly taken forward by Haringey, Enfield Council and the Selby Trust. It involves the transfer of land uses from one borough to the next i.e. the demolition of the Selby Centre community facility in Haringey.

B. Masterplanning, engagement and delivery

A Council-approved masterplan is in place for the allocation and is reflected in planning permissions for the Haringey (see planning permission HGY/2024/2851) and Enfield parts of the site. Development proposals must accord with the most up-to-date approved masterplan, in accordance with Policy D8.

C. Land uses and activities

Existing land uses: Employment and community (The Selby Centre)

Acceptable land uses: Residential, community, and sports, leisure and recreation

- Development must secure the reprovision of the Selby Centre on Bull Lane Playing Fields and deliver replacement community, sport and recreation facilities in accordance with the approved masterplan. This should include a new Selby Centre, sports changing facilities, a Multi-Use Games Area (MUGA), a 3G football pitch, padel courts, football pitches, cricket facilities and other formal and informal sport, leisure and play provision.

- Residential development should be phased to ensure the timely reprovision of the Selby Centre and associated community and sports facilities.

- A replacement sports hall facility should be delivered where funding is secured and a need for the facility is demonstrated.

D. Built form, character and heritage

- The scale of the site enables the establishment of a higher density urban form which should relate positively to adjacent residential areas.

- Height of 4-6 storeys are acceptable in line with the extant planning permission

- Development should ensure an appropriate interface with the adjacent Locally Significant Industrial Site currently occupied by Booker Wholesale

E. Movement and Public Realm

- Development should improve local access to the site and the new community centre and enhanced Bull Lane Playing Fields and create stronger links and connections through the site to

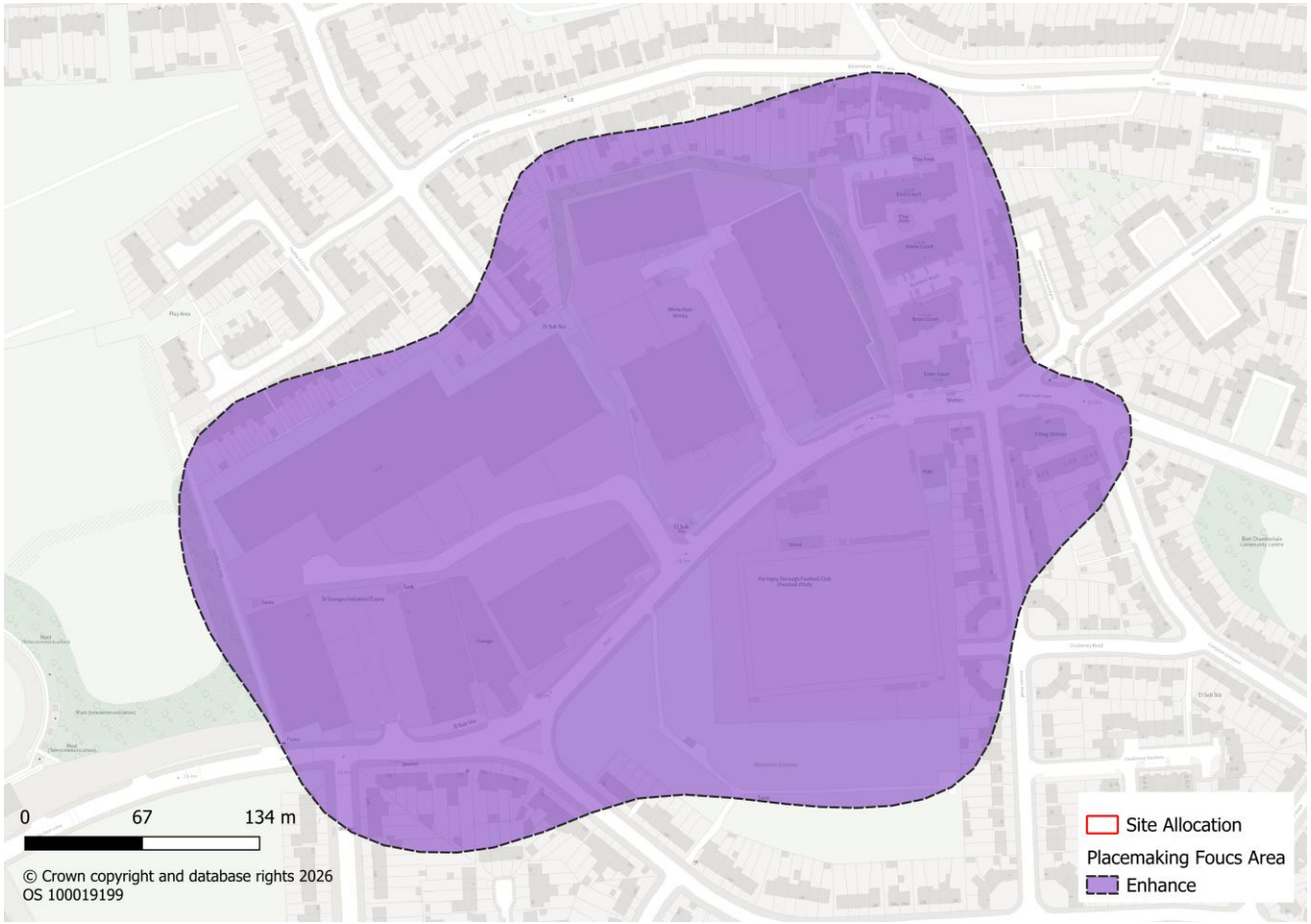
- Proposals should support the creation of new and enhanced east-west pedestrian and cycling connections from Weir Hall Road to Queen Street and a new north-south route from Selby Road to the Bull Lane Playing Fields

F. Environment and Sustainability

- Development should be supported by a landscaping strategy to integrate the proposed development into the existing street grid whilst greening the site through the retention of several existing trees, planting new ones, and delivering new landscaped open spaces.

- Demonstrate that adequate wastewater infrastructure capacity is available to support development. Where appropriate, this should be informed by modelling of potential impacts on the wastewater network and early engagement with Thames Water, including consideration of any capacity constraints at the sewage treatment works

NT PFA7: White Hart Lane Central



Tables and Figures 21. Map of Placemaking Focus Area XXX

Strategy

1.67 This area will be enhanced to modernise and intensify employment uses within the Locally Significant Industrial Sites, building on recent high-quality development such as SEGRO. Development will support improvements to walking and cycling, particularly along White Hart Lane, alongside public realm enhancement, the provision of more active frontages and high-quality landscaping. The Council will support opportunities to optimise use of the Coles Park Stadium site as part of the wider recreational offer in the area.

1.68 Given its proximity to the North Circular, the LSIS area is considered appropriate for logistics, storage and distribution uses. The Council will support provision of these uses to address borough-wide needs. Such uses should be delivered alongside a range of complementary employment floorspace, including higher-density workspace, to maximise job creation and support a diverse employment offer.

1.69 This strategy will be implemented through adherence to Policy NTN1 and the following initiatives.

i. Supporting intensification of employment uses and the provision of more modern and sustainable facilities and transport modes. Large-format industrial uses are considered more appropriate, taking advantage of good road connectivity.

ii. Contributing to the provision of affordable workspace within the neighbourhood.

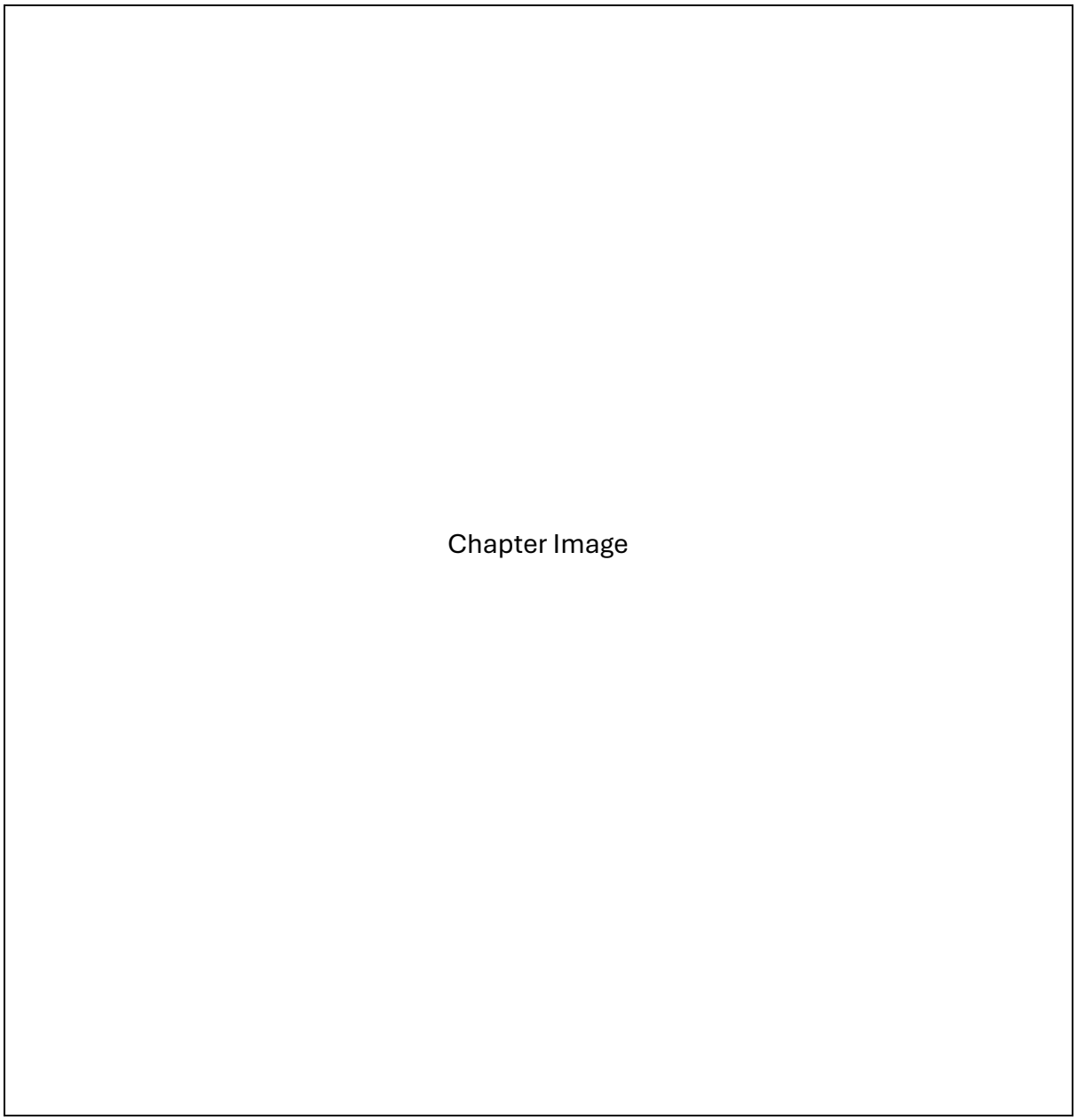
iii. Requiring active frontages and improved landscaping along White Hart Lane to create a more welcoming and attractive environment.

iv. Delivering improvements to walking and cycling access, particularly along White Hart Lane.

v. Supporting the continued and enhanced provision of recreation and community facilities in the wider area.

vi. Ensuring development contributes to placemaking by integrating industrial, recreational, and residential functions cohesively.

CHAPTER 8: TOTTENHAM HALE NEIGHBOURHOOD





Tables and Figures 22. XXX Neighbourhood Map

Neighbourhood Context

Location

2.1 The Tottenham Hale neighbourhood is in the east of the borough. To the north its Victorian and Edwardian residential streets blend into North Tottenham, with the Carbuncle Passage and the Rosebury Industrial Estate helping to define the boundaries. To the east is the London Borough of Waltham Forest with a strong natural border provided by the River Lea and the Walthamstow Wetlands. The Tottenham Hale neighbourhood blends into the Bruce Grove and Seven Sisters neighbourhoods to the West and the West Anglia Mainline and Markfield Park help to mark the southern boundary with Seven Sisters & South Tottenham.

History

2.2 There is believed to have been a settlement in Tottenham Hale from the early medieval period, although its name is not documented until the early 14th century when it appears in reference to 'John of the Hale'. This settlement continued to develop around the junction of High Cross Lane and Broad Lane becoming Tottenham's largest satellite by the mid-18th century.

2.3 The building of a permanent bridge over the River Lea in the 18th century, as well as the opening of Tottenham Hale station on the Northern & Eastern Railway and reductions in travel costs, helped bring migration into the area and accompanying large-scale terrace housing development. In 1900 Harris Lebus acquired 13.5 acres south of Ferry Lane, building what was to become for a time the largest furniture factory in the world. The neighbourhood saw many new factories and work buildings constructed during the interwar period.

2.4 From the 60s through to the 90s, various housing estates were constructed, including the High Cross Estate and Ferry Lane Estate, the latter sitting on part of what was the Lebus Factory. Since the 2000s the area has experienced transformation of formerly industrial areas into higher density residential and mixed-use neighbourhoods, firstly at Hale Village and more recently at Hale Wharf and around Ferry Island/ Ashley Road. This period also saw the removal of the gyratory system around the station, preparing for the establishment of the new Tottenham Hale District Centre.

2.5 Recently developments delivered by the Council and developers in close partnership have contributed to a vibrant expanded neighbourhood and delivered major benefits for residents. The neighbourhood has a broad mix of new housing, including genuinely affordable housing, and is served by high-quality social and community infrastructure. Tottenham Hale boasts some of the highest quality and best located council homes in London at Welbourne, Hale Wharf and the former Ashley Road Depot (now Wingspan Walk). The Welbourne development includes a new multi-purpose health care centre benefitting more than 25,000 residents and council investment together with developer contributions is delivering significant enhancement of Down Lane Park and the Paddock.

Connectivity

2.6 Tottenham Hale is extremely well connected by rail with an underground station on the Victoria Line and a mainline railway station on the West Anglia Mainline. The station interchange offers direct and fast routes to the City of London, the West End, Stansted Airport and Stratford and has received significant investment in recent years including redevelopment of the station complex itself, increasing its capacity and providing step-free access, as well as delivery of a new bus station and improved public realm.

2.7 The connectivity of the neighbourhood does however suffer from significant severance in the form of busy through routes, heavy rail infrastructure, and large inward looking, post-war development.

2.8 Many visitors to Tottenham Hotspur Stadium events come and exit via Tottenham Hale transport interchange. The impact of large crowds needs to be carefully managed but high levels of footfall provides key important opportunities for town centre uses and the wider economy.

Economy & Town Centres

2.9 Tottenham Hale is a new District Centre and boasts a considerable retail offer. Tottenham retail park is a large retail warehouse development catering predominantly for car-borne shoppers. The retail park contains the majority of multiple retailers within the wider Tottenham area, which comprises mainly bulky good retailers. However, the newer development spaces to the north along Ashley Road includes a slightly different offer, including food and beverages ad new workspace and cultural uses.

2.10 The Hale Village and Hale Wharf developments also offers office, retail, health and community facilities beneath higher density residential space, signalling the transition of this area towards a public transport-oriented centre.

2.11 To the east and north are Hale Wharf and Millmead and Lockwood Industrial estates, forming part of the Upper Lee Valley industrial area. Other industrial estates around Tottenham Hale include the Ashley Road area which comprises a light industrial estate including the former TechnoPark site.

2.12 The South Tottenham industrial area is located south of Tottenham Hale Retail Park. It includes a mix of uses including offices and light industrial uses. The area has given rise to a warehouse living community in recent years, including a mix of artists' residences and creative industries.

2.13 Tottenham Hale is part of the UK Innovation Corridor going north and east from London towards Cambridge. The London Growth Plan flags the potential of this industrial innovation corridor including potential for tech businesses, having regard to the area's excellent connectivity to both Kings Cross Knowledge Quarter (15 minutes by Victoria Line), and to the City of London.

2.14 Sufficient suitable employment floorspace provision needs to be made to help renew and diversify Tottenham's industrial estates. This is necessary to realise the prospect of accommodating more intensive employment uses, including those in the burgeoning creative industries sector and 'maker' economy.

Landmarks, culture and heritage

2.15 Significant landmarks and buildings in this area include Markfeld Beam engine House in the southeast forming a key attraction and a link to the area's industrial past, and the Paddock, which is a proposed new Local Nature Reserve. There are many local groups and organisations that are vocal and active, helping to shape civic, community and cultural life in this area, including the Paddock Community Nature Park; 'Friends of' groups including for Tottenham Marshes, Markfeld Park, Down Lane Park; Lee Valley regional Park Authority; alongside the now established creative communities in the industrial estates to the south of Tottenham Hale area.

Green and blue infrastructure

2.16 Tottenham Hale sits on the edge of, and partly within, one of London's great green corridors, the Lee Valley Regional Park. The Regional Park provides great recreational opportunities but connections to it need improving with severance caused by the railway line and several heavily trafficked roads. The neighbourhood also benefits from other major open spaces including Markfield Park and Down Lane Park, the latter of which has recently benefitted from a multi-million-pound improvement project by the Council.

2.17 The Council has also invested heavily in the transformation of the Paddock, working with local stakeholders to turn it from an underused and overgrown space into a welcoming local nature reserve through new management arrangements and a programme of physical improvements. While the neighbourhood is well served by larger public open spaces, linkages between these spaces can be improved and there are deficiencies in access to smaller public open spaces in the south of the neighbourhood.

Tottenham Hale Vision

Tottenham Hale in 2043 will have delivered on the aspirations set out in Shaping Tottenham and will be a strong and cohesive community and place for enterprise and innovation, brought together around the natural landscapes of the Lee Valley.

Development will have responded to and enhanced the area's positive attributes and identity, including its industrial built heritage, natural features, art and creativity. Investment in green and blue infrastructure will mean the green expanse of the Lee Valley permeates westward through the neighbourhood, reducing noise and air pollution, and mitigating flood risk and overheating.

Several thousand new homes will have been delivered, accommodating families and offering various levels of affordability. New and improved social infrastructure and public spaces will have strengthened and supported a growing local community. Developer contributions will have helped to fund community infrastructure enhancements, fostering social integration as the neighbourhood continues a period of transition.

Development will have enabled the transformation of the district centre into a vibrant established district centre with a pedestrian-friendly high street at its heart running south from Ashley Road to the South Tottenham employment area. It will be a working centre, with businesses attracted by new high-quality workspaces, easy transport connections to city and airport destinations, and access to a range of retail, leisure, and community activities.

Tottenham Hale's history as a place of production and creative enterprise will continue to be of regional importance. The district centre will showcase the neighbourhood's innovative and creative industrial areas. Intensification of industrial areas will have allowed small and medium enterprises to flourish, building on its sectoral strengths and attracting new enterprises with new and renovated adaptable and environmentally friendly spaces.

Vehicular dominance will have been significantly reduced, including through the redevelopment of the car-oriented Tottenham Hale Retail Park into a walkable urban centre. Segregated parts of the neighbourhood will be stitched together through a repaired street network and improved walking and cycling connections, helping to forge connections between businesses and communities. New links over the railway north of Tottenham Hale station will complete the grand green boulevard linking the historic Tottenham High Road with the wild expanses of the Lee Valley.

Tottenham Hale will be an established destination in its own right with an attractive and complementary offer for visitors to the Tottenham Hotspur Stadium. A clear legacy will have been secured from Tottenham's hosting of the European Football Championships in 2028.

Policy THN1: Tottenham Hale Neighbourhood

A. The Council will support development proposals which contribute to the Tottenham Hale Vision and the aspirations set out in Shaping Tottenham and the London Growth Plan.

B. The neighbourhood will deliver at least 3,000 new homes (net) over the plan period and deliver a significant uplift in jobs with development prioritised within the Upper Lee Valley Opportunity Area and following Placemaking Focus Areas:

Transform
Tottenham Hale District Centre
Enhance
Tottenham Lock
South Tottenham Employment Area
North and West Tottenham Hale

Tables and Figures 23. *xxxxxxxx*

C. Proposals in the emerging Tottenham Hale District Centre should support its continued transformation into an established District Centre with a strong sense of place consistent with Policy TH2.

D. Development proposals should protect, enhance and optimise designated employment land, supporting business growth and job creation. Development should support the economic role, objectives and priorities identified for each Placemaking Focus Area, including through:

(1) capitalising on opportunities arising from Tottenham Hale excellent transport connections and its position within the Innovation Corridor, Creative Enterprise Zone and Tottenham Strategic Economic Area;

(2) improving the integration of employment areas with surrounding residential neighbourhoods and Tottenham Hale District Centre; and

(3) increasing access to employment, training and skills opportunities for local communities, particularly in areas experiencing high levels of unemployment.

E. Development should support existing creative industry clusters and build on existing sectoral strengths while encouraging new businesses that are appropriate for the local context. There should be a focus on retaining existing small and medium sized enterprises and realising opportunities to improve the amenity and character of the industrial land. Support will be given to the development of the technology sector and the delivery of new

floorspace to meet its needs and capitalise on this Innovation Corridor location.

F. Development proposals should deliver and contribute to strategic improvements in connectivity for pedestrians and cyclists, where appropriate. These include:

(1) addressing the severance caused by heavily trafficked roads and railways

(2) completing a strategic Green Link between Tottenham High Road and the Lee Valley Regional Park

(3) creating a more permeable and legible street and public realm network

(4) improving the management of traffic and crowd flows on event days.

(5) Development must enhance the quality of the public realm and support management of large crowds on event days at the Tottenham Hotspur Stadium and elsewhere. There should be with a strong focus on greening, increasing tree canopy cover and encouraging social interaction and creating a strong sense of identity. Development must support a comfortable street experience, including in relation to wind.

(6) A strategic approach should be taken to the enhancement of the network of green and open spaces with opportunities being taken to improve connections with Lee Valley Regional Park. This includes:

(7) enhancing the quality and inclusivity of existing open and green spaces and creating new smaller spaces to support a growing population and address local deficiencies in access to public open space and nature.

(8) improving walking and cycling links to existing green and open spaces, including Down Lane Park, Markfield Park and the Lee Valley Regional Park.

(9) where appropriate, providing community and cultural infrastructure next to or within open spaces where this would encourage more visitors and reach a wider range of users.

(10) upgrading the Paddock to a designated Local Nature Reserve

(11) continuing and supporting the long history of food growing in Tottenham Hale

Supporting Text

Placemaking Strategy

2.18 Tottenham Hale has undergone significant transformation and change in the past 15 years with substantial new development and a new high density urban form in its

centre. Over the next 15 years its transformation will be largely finalised with the completion of many part-completed developments and the redevelopment of the Tottenham Hale Retail Park into a new residential-led mixed-use neighbourhood which broadens the range and mixes of uses in Tottenham Hale and help stitch together recent developments into a cohesive whole with a new north-south high street as its focus point running south from Ashley Road through to the South Tottenham employment area.

District Centre

2.19 Future development will turn Tottenham Hale's retail and commercial heart into a thriving established District Centre recognised as such within the London Plan town centre hierarchy. Development will improve the configuration of the centre with the creation of a new north-south high street. This will begin with an enhanced commercial role for the northern part of Ashley Road, ahead of the longer-term development of Tottenham Hale Retail Park where the main component of the high street will eventually be.

Industrial Land

2.20 Industrial and employment areas comprise a large part of the Tottenham Hale neighbourhood and are home to a range of exciting small and medium sized enterprises. However, losses in industrial stock over the past decade and increased demand for industrial floorspace has put significant pressure on these areas. In addition, much of the industrial stock in the area is older and does not meet modern energy efficiency standards.

2.21 The neighbourhood contains two creative industry clusters within the Tottenham Creative Enterprise Zone but also has a long history of food production and manufacturing. There is strong demand for the provision of affordable workspace in Tottenham Hale, particularly where it supports creative industry clusters in the South Tottenham Locally Significant Industrial Area and the Millmead and Lockwood Strategic Industrial Location.

2.22 The value of Tottenham Hale's industrial areas and its creativity comes in large part through the organic and informal way in which it has emerged, supported by affordable rents. Proposals should enhance this rich industrial ecosystem and avoid displacing small and independent businesses that contribute to the strength of the local economy, particularly where they are in priority sectors.

Connectivity

2.23 Tottenham Hale neighbourhood is divided by Ferry Lane, Monument Way, Watermead Way and Broad Lane, busy roads which inhibit easy walking and cycling movements and where a high proportion of traffic collisions take place. Removing the barriers to Lee Valley Regional Park and creating a sustainable network of cycle and pedestrian routes is a key objective of the Upper Lee Valley Opportunity Area Planning Framework and of this plan.

2.24 Development provides an opportunity to replace car-dominated environments with ones that support walking, cycling and public transport, leveraging the high levels of connectivity the area benefits from, particularly around the District Centre. The Council will work positively with developers and key stakeholders, including TfL, to support and deliver rebalanced road space in favour of a safer and more sustainable transport system.

2.25 In contributing to and delivering a strategic network of streets, applicants should have regard to the Tottenham Hale Streets and Spaces Strategy, which among other objectives aims to establish new streets and pedestrian and cycling connections through major development sites.

Public Realm

2.26 Parts of the neighbourhood will continue to experience change to their urban, social and economic character as development occurs and new residents and businesses are welcomed to the neighbourhood. In this context, public spaces will be particularly important in strengthening a sense of identity for Tottenham Hale and supporting social integration and a rich community life. Applicants should work closely with the community when designing public spaces, drawing on the strengths of local community groups, creative and innovative businesses, and the rich cultural heritage of the area.

2.27 Consideration should be given not only to the final design of public spaces but also to how they can contribute to these outcomes as the area evolves. This may involve the creation of temporary public realm or a transitional strategy for the public realm. Significant investment into the public realm has already occurred and is still anticipated. It is important that this investment is supported by strategies for the long-term maintenance and management of the public realm.

2.28 There should be a focus on street greening and opportunities to improve tree canopy coverage should be taken, particularly through the planting of street trees.

2.29 Crime and anti-social behaviour are key concerns for residents. The District Centre is a hotspot for crime and anti-social behaviour, particularly around the station. Development provides an opportunity to improve the design, management and activation of the public realm to reduce crime and anti-social behaviour in accordance with Designing out Crime principles.

2.30 Public realm should be designed and managed to encourage use and activation on non-event days and avoid and minimise the negative effects of large crowds, including noise, litter and anti-social behaviour.

Green and Blue spaces

2.31 Tottenham Hale's green and blue spaces are some of its greatest attributes, particularly its connection with the Lee Valley Regional Park. Development here should take a landscape-led approach to enhance this valued aspect of its character. There are opportunities to enhance and expand these spaces to better serve existing and new

residents and businesses and attract visitors to the area as a destination for nature and recreation, including through the strategic placement and integration of community and cultural infrastructure.

2.32 In taking a strategic approach, development proposals should adhere to the principles within the Tottenham Hale Green and Open Spaces Strategy and the Lee Valley Regional Park Authority's Development Framework Proposals (Area 3) and Landscape Character Assessment and Strategy.

2.33 Priority should be given to addressing poor connections to the Lee Valley Regional Park, which is separated from the rest of the neighbourhood by the West Anglia Railway Line, improvements to Down Lane Park, and the creation of smaller open spaces in areas of deficiency in the south of the neighbourhood.

2.34 To support biodiversity, the Council is supporting the Paddock Community Nature Park in its aim to be statutorily designated as a Local Nature Reserve.

2.35 Tottenham Hale has a long history of food growing and production. It also has an engaged local community, involved in nature conservation. The Council will support proposals that expand, enhance and build connections between local food growing and production and where they support local communities in caring for and learning about their natural spaces.

Policy THN2: Tottenham Hale District Centre

A. The Council will support the transformation of Tottenham Hale District Centre through the delivery of new and expanded town centre uses provided that such proposals do not impact the vitality and viability of nearby town centres.

B. Development of key sites within the District Centre must be undertaken via a comprehensive and coordinated process, in accordance with relevant site allocation policies, and the principles of the Tottenham Hale District Centre Framework or subsequent adopted plans and strategies.

C. Development must support the reconfiguration of the District Centre's urban form so that it is centred upon a clearly defined north-south high street running from Ashley Road in the north to the South Tottenham Locally Significant Industrial Site in the south. A high-quality placemaking approach should be taken to the development of the new high street with generous public realm, active frontages, enhanced urban greening and an environment that prioritises pedestrians and provides a mix of uses to ensure its activity, vibrancy and security at all times of day.

D. Proposals within the District Centre will be required to contribute to a vibrant and vital centre with a strong sense of place. A broad range of town centre uses should be provided including social and cultural infrastructure, retail, and leisure as well as new high-quality office and workspace to meet the needs of employees, residents and visitors. Appropriate catalyst uses to help anchor the District Centre will be supported.

E. Development must contribute to a coherent, permeable, accessible street network which provides improved pedestrian and cycling infrastructure appropriate to support a higher density mixed-use urban centre.

Supporting Text

2.37 A new District Centre is being developed at Tottenham Hale. It will stitch the neighbourhood together, provide spaces, services and infrastructure to support a rich community life, serve as an economic hub that draws on nearby vibrant and creative industrial areas, and be designed consistent with Tottenham Hale's unique natural and cultural character.

2.38 Its unique status as a new town centre requires careful management of its development to ensure that:

i. the centre complements other nearby designated centres

ii. the proposed mix of uses and spaces respond to local need and the market over the short, medium and long term.

iii. There is a strategy for the phased development of the centre, that considers meanwhile uses and potential impact of Crossrail 2 and its safeguarding.

2.39 The policy establishes as a key principle that development of major sites in the District Centre should be comprehensive and informed by masterplans. Given the scale and importance of development in this area, development should occur through a masterplan process, supported by extensive public engagement. It also established as a key principle that development must support the reconfiguration of the District Centre's urban form so that it is centred upon a clearly defined north-south high street. A major portion of the high street will run through the redeveloped Tottenham Hale Retail Park and the allocation for that site clearly provides the contribution that it must make to this.

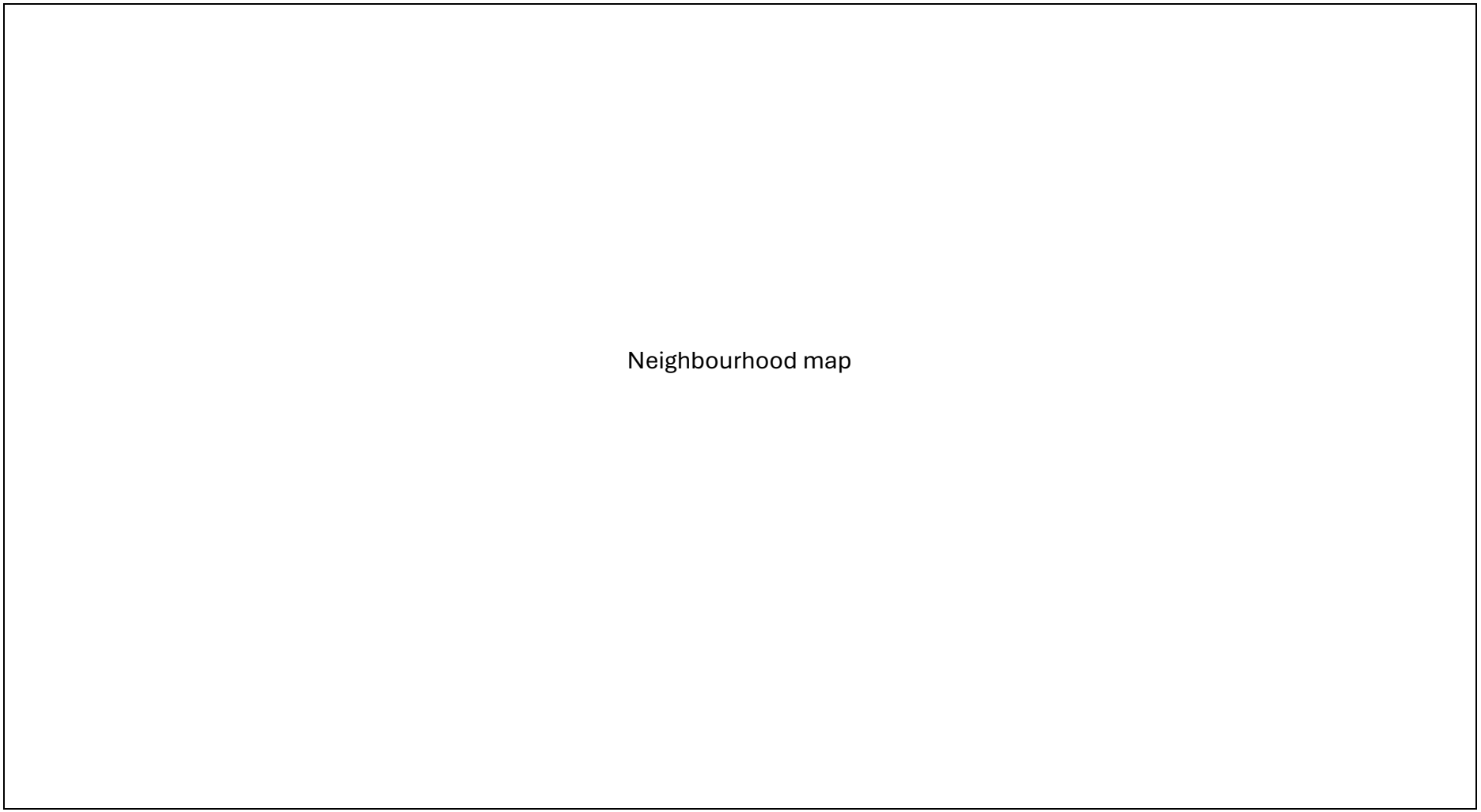
2.40 The mix of new uses will be crucial to ensuring the success of the District Centre. It is expected that a broad range of new town centre uses will be provided including social and cultural infrastructure, cafes, bars, restaurants, offices, workspaces, and retail to meet the needs of employees, residents and visitors.

2.41 The District Centre is also appropriate in principle for catalyst uses. Catalyst uses include (but are not limited) to business and conferences space, leisure, recreation, cultural, and educational uses.

2.42 If well planned these can make a significant placemaking contribution, but also have an impact on the capacity of sites to contribute to housing and employment targets. Proposals which require masterplanning should engage early with the Council to consider the potential for the introduction of catalyst uses and ensure they are part of a holistic approach to optimising placemaking benefits.

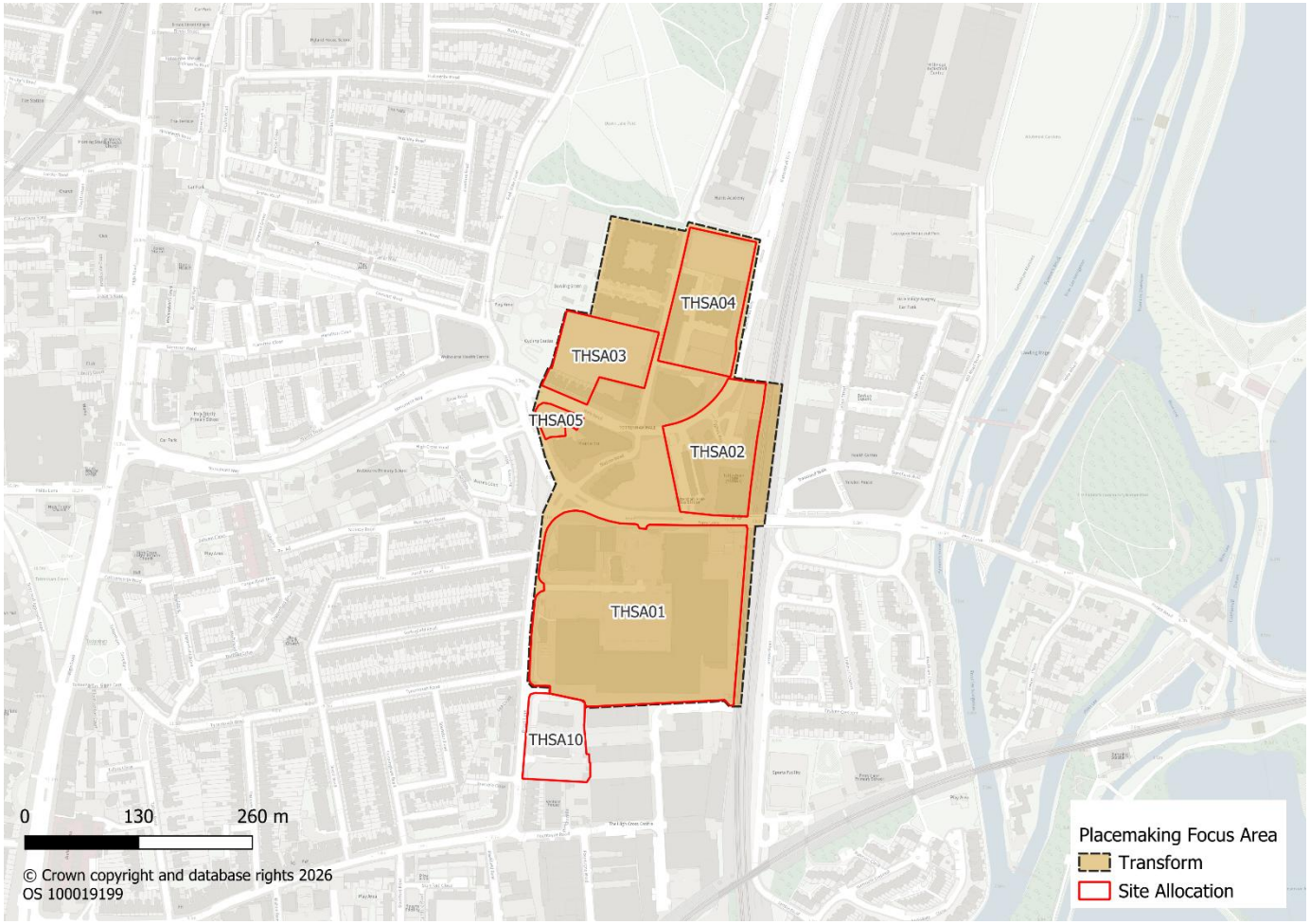
2.43 The District Centre provides an opportunity to deliver a good proportion of the high-quality new office and workspace space the borough needs, leveraging its excellent connections to the city, Stratford and Stansted Airport. An office quarter will be established on the Tottenham Hale Retail Park site. The Council will support a broad range of workspace typologies. It encourages the provision Class E(g)(iii) workspaces, in appropriate locations, that help build connections with and support economic activity in its surrounding industrial areas.

Placemaking Strategies + Site Allocations



Tables and Figures 24. Map of Placemaking Focus Areas in XXXXXX

TH PFA1: Tottenham Hale District Centre



Tables and Figures 25. Map of Placemaking Focus Area XXXXX

Strategy

2.44 As key gateway to UK Innovation Corridor, Tottenham Hale District Centre will be transformed into a vibrant and innovative hub that fosters creativity, connection and collaboration. Through a combination of meanwhile uses, incremental development and the comprehensive redevelopment of key sites, development will deliver a significant number of new homes and jobs alongside a diverse mix of workspaces, retail, leisure, cultural and community uses.

2.45 At the heart of the strategy is the creation of a new north-south high street and a network of high-quality public spaces. The District Centre will draw on the strengths of surrounding industrial areas, creative industry clusters and the Lee Valley Regional Park, while capitalising on its excellent connections establish Tottenham Hale as a major employment hub within the Innovation Corridor.

2.46 As redevelopment of Tottenham Hale Retail Park is likely to take place over a longer timeframe, development at Ashley Road, Ferry Island and other key sites will play an important role in establishing a coherent and vibrant District Centre in the shorter term, supported by meanwhile uses, public realm improvements and active town centre uses.

2.47 This strategy will be implemented through adherence to Policies THN1-2, the site allocations outlined below, and the following initiatives.

i. Attracting catalyst uses to help anchor the District Centre

ii. Working positively with stakeholders throughout the process of transformation including to address construction impacts and support meanwhile uses to create an attractive and vibrant town centre environment.

iii. Delivering new social infrastructure to service and support a growing population, including a landmark community building.

iv. Securing smaller scale ground floor town centre units to establish a more traditional high street and support local independent businesses. New town centre units should be versatile and support a more adaptable, viable and dynamic town centre.

v. Securing provision of new and improved green infrastructure to soften the high-density environment, address flood risk, microclimate and overheating impacts, reduce air pollution and create perceptual connections with the Lee Valley Regional Park. This includes:

vi. using green infrastructure to make the District Centre feel like it relates to the Lee Valley Regional Park. This could include the use of water features and plant species native to the wetland area

vii. creating green links through to Lee Valley Regional Park, particularly along Ferry Lane and the Green Link

viii. softening the emerging higher density urban environment

ix. addressing identified flooding and overheating risks and supporting a comfortable microclimate

x. Establishing a distinctive and coherent skyline that relates well to the surrounding areas and can be appreciated from key view points.

xi. Taking opportunities through development and its design to improve understanding of the area's history and use it to add to the distinctive identity of the new District Centre. A large portion of the PFA is within a Tier 2 Archaeological Priority Area containing the historic settlement of Tottenham Hale, which appears to have its origins in the Saxon or medieval period.

xii. Delivering a safe, inclusive and attractive public realm with a north-south high street and series of interconnected public squares that provide a variety of experiences to attract visitors and support a rich community life.

xiii. Delivering a safe, legible and permeable movement network that:

xiv. Establishes a highly walkable District Centre that creates new and enhanced connections into surrounding areas.

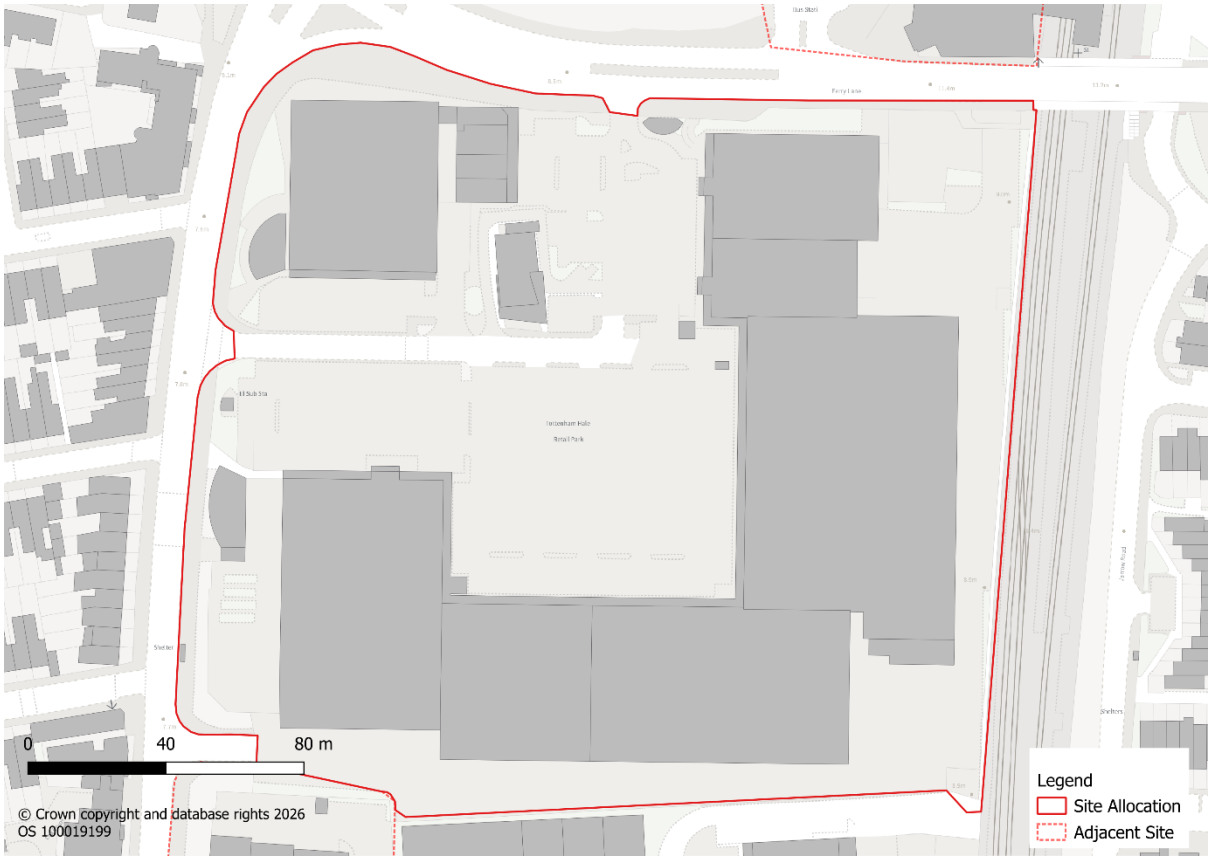
xv. Overcomes severance and improves walking and cycling connections across Ferry Lane, Monument Way, Broad Lane and the railway line, including supporting delivery of a new pedestrian crossing over the railway line.

xvi. Establishes high-quality cycle routes along Ferry Lane and Broad Lane to support the strategic cycle network.

xvii. Improves the ease and convenience of shifting from one form of transport to another.

Site Allocations

TH SA01: Tottenham Hale Retail Park



Tables and Figures 26. Xxx

Site Information	Details
Address	Corner of Broad Lane and Ferry Lane, N17
Area [ha]	4.79
PTAL	5-6a
Planning designations and constraints	Article 4 - HMOs Opportunity Area PFA Transform Area District Centres Creative Enterprise Zone (CEZ) Adjacent to Creative Industries Cluster (CIC) Partially within Crossrail2 - Area of Surface Interest and Safeguarding Limits Potentially Suitable for Tall Buildings Flood Zone 2 Source Protection Zone (SPZ) - SPZ2 Outer Archaeological Priority Area (APA) - Tier 2 and Tier 3
Relevant permissions	None
Indicative capacities	2,000 homes (net),

	14,000-18,000 sqm (gross) town centre uses, 2,800sqm Other
Phasing	2033-2042
Ownership	Private

Tables and Figures 27. Xxx

A. Proposal

Tottenham Hale Retail Park will be transformed through comprehensive masterplanned development into a new mixed-use residential neighbourhood accommodating around 2000 new homes. It will complete a new north-south high street as part of the planned expansion and reconfiguration of Tottenham Hale District Centre. The existing car-dominated environment will be replaced with a high-density, pedestrian oriented, walkable urban development providing a wide mix of town centre uses. The bustling high street extension of Ashley Road together with new streets and public realm, including a new public square, will help to seamlessly stitch together the district centre with surrounding residential and industrial areas. Development will deliver significant greening of the site and include high-quality landscaping.

B. Masterplanning, engagement and delivery

Development proposals must be supported by a Spatial Framework prepared in accordance with Policy D8.

The Spatial Framework should:

- Contain a strategy for the phased delivery of development that takes account of Crossrail 2 safeguarding requirements. This should consider how the site can support the development of the town centre over the short, medium and long term, including through the provision of meanwhile uses.
- Ensure that development does not prejudice the future delivery of Crossrail 2, including opportunities for a station entrance and associated infrastructure.
- Be informed by early engagement with the Council to consider the potential for the introduction of catalyst uses and ensure they are part of a holistic approach to optimising placemaking benefits.

The Spatial Framework should be supported by additional masterplans for individual phases, development parcels or landholdings.

Major development proposals must be supported by a Meanwhile Uses Strategy and Implementation Plan that promotes the vitality and activity of the District Centre throughout the development process, in accordance with Policies THN1 and THN2. Early engagement with TfL should occur to ensure the masterplan takes account of the need for a Crossrail 2 station entrance on the site. The masterplan/ spatial framework should ensure that development does not prejudice the ability for safeguarded land to be optimally developed at a future stage.

Development proposals must be supported by a comprehensive and meaningful programme of engagement with local communities and stakeholders. Engagement should build on consultation undertaken to date, accord with the Council's

Placemaking Approach and the principles of the Haringey Deal, and demonstrate how feedback has informed the design and delivery of development.

C. Land uses and activities

Existing land uses: Retail/town centre uses (Retail Park).

Acceptable land uses: Residential, hotel, retail/town centre, office/workspace, cultural, leisure and recreation, community uses and compatible industrial uses (micro-consolidation centre).

Development should:

Deliver a significant increase in new homes, with conventional Class C3 housing comprising the predominant residential use. Older persons' accommodation should be provided to support mixed and balanced communities. Purpose-built student accommodation and large-scale purpose-built shared living accommodation will only be supported where they form an ancillary component of the overall residential mix and contribute to the delivery of genuinely affordable housing and the creation of a mixed and balanced community.

- Deliver a mix of town centre uses that strengthens the vitality and viability of Tottenham Hale District Centre.
- Deliver a significant quantum of office and workspace floorspace to create a substantial uplift in employment opportunities and establish Tottenham Hale as a major office, enterprise and innovation hub. Visitor accommodation may be appropriate where it supports business and tourism activity.
- Establish a Primary Shopping Area along the new high street, with comparison retail uses concentrated within it. The extent and boundaries of the Primary Shopping Area will be determined through a future update to the Local Plan.
- Provide active ground floor uses, including retail, leisure and community facilities, along principal pedestrian routes, around public squares, and on key frontages including Ferry Lane and routes connecting to Tynemouth Road and Fountayne Road.
- Prioritise creative workspace in the south of the site to strengthen integration with the South Tottenham Creative Industries Cluster.
- Direct food, beverage and leisure uses to public squares and principal pedestrian routes, including the High Street, supported by generous public realm that encourages outdoor dining and activity throughout the day and evening.
- Provide the social infrastructure necessary to support growth and meet identified needs, including publicly accessible toilets. Deliver cultural and community infrastructure that enhances the vitality of the District Centre and

provides a diverse range of services, facilities and experiences for residents, workers and visitors.

- Locate cultural, community and leisure uses in prominent and accessible locations, particularly along the High Street, Broad Lane and around public squares, to create a vibrant destination for residents, workers and visitors.

D. Built form, character and heritage

This site may be appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10, the Haringey Tall Buildings study and the following key principles and requirements:

Building heights should step down towards the western and southern ends of the site, with the tallest component located in the north-east corner. Greater height can be accommodated along the railway line.

The opportunity should be considered to deliver a high-quality architectural landmark building as a part of a comprehensive approach to height and massing informed by an analysis of its contribution to Tottenham Hale's skyline, particularly when observed from key viewpoints.

Development should:

- Maintain a sense of openness and a human scale along the high street and around public squares, appropriate to a higher-density centre.
- Provide active frontages at ground floor and, where appropriate, lower floor levels, with servicing integrated from the street.
- Limit the use of ground floor frontages for residential entrances, amenity space and ancillary uses, directing these to quieter streets where possible.
- Provide narrow to mid-length frontages along the high street. Use podium levels to accommodate larger-format cultural, community, office, workspace and retail floorspace.
- Ensure development along Broad Lane responds positively to the scale and character of the surrounding area. Provide smaller ground floor units along this frontage to support local services and active uses.

E. Movement and Public Realm

Development should:

- Establish a connected network of pedestrian-focused streets and spaces that stitches the site into the surrounding street network and supports movement through the area. This includes:
    - Aligning east-west streets with the surrounding street network, particularly Tynemouth Road and streets to the east of Broad Lane.

- Creating a connected network of streets and development blocks informed by the urban structure to the south of the site.

- Extending Tottenham Hale High Street southwards from Ferry Square to connect with the South Tottenham Locally Significant Industrial Site. The route should be pedestrian-prioritised, or as a minimum pedestrian-oriented, with generous public realm, opportunities for outdoor dining and substantial green infrastructure.

- Improving pedestrian and cycle connections across Ferry Lane, reducing severance and providing safer, more direct links between the site, Ferry Square, Station Square and the wider Tottenham Hale area.

- Provide new and enhanced transport infrastructure to support the scale of growth proposed within Tottenham Hale. Infrastructure should prioritise walking, cycling and public transport, be delivered alongside development, and be informed by early engagement with TfL.

- Provide a micro-consolidation centre to reduce delivery traffic and support more sustainable freight movements. Opportunities to support industrial areas to the south should also be explored.

- Provide a significant net increase in high-quality public realm and private amenity space, including a new public square of at least 0.25 hectares. The square should function as a focal point for community and cultural activity, supporting a diverse programme of uses throughout the day and evening, seven days a week.

- Provide a network of smaller green spaces and pocket parks to complement the central public square and address local deficiencies in green space provision.

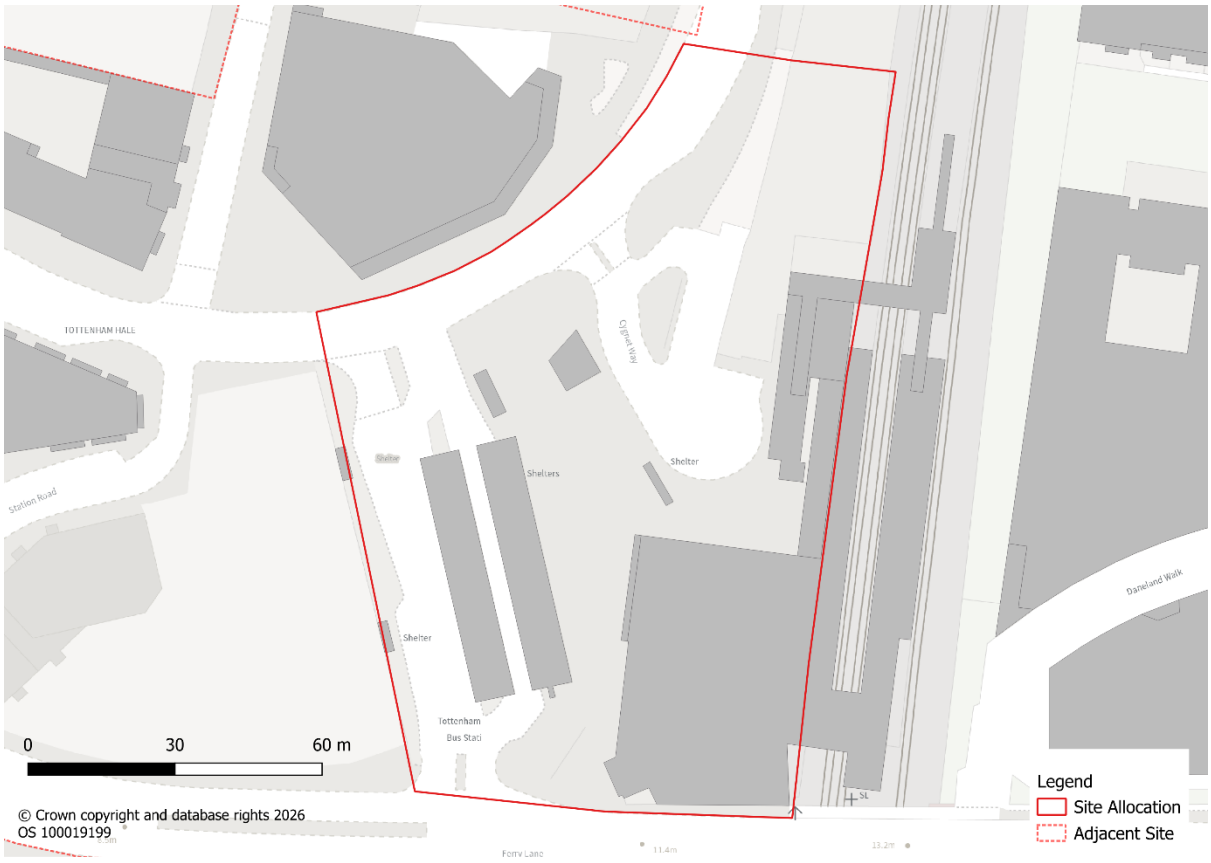
F. Environment and Sustainability

- The development should deliver significant greening of the site and be informed by a comprehensive landscaping strategy. Landscaping should be high quality and include smaller green pocket parks to address local deficiencies.
- It should be demonstrated that that adequate water infrastructure capacity is available to support development. Where appropriate, this should be informed by modelling of potential impacts on the water network and early engagement with Thames Water, including consideration of any capacity constraints at the sewage treatment works.
- The site's high heat risk should be addressed through the provision of urban cooling measures, including a publicly accessible indoor Cool Space for residents, workers and visitors.
- Tree-lined streets should be established along Ferry Lane and Broad Lane. Ferry Lane should have a public realm setback, with generous provision of

green infrastructure, to mitigate noise and air pollution and to enhance perceptual and physical connections with Lee Valley Regional Park.

- The adjacent SINC and ecological corridor should be enhanced along the railway line to strengthen biodiversity and habitat connectivity.
- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

TH SA02: Tottenham Hale Station



Tables and Figures 28. *Xxx*

Site Information	Details
Address	Tottenham Hale rail and bus station, N17
Area [ha]	1.28ha
PTAL	5-6a
Planning designations and constraints	Article 4 - HMOs Opportunity Area PFA Transform Area District Centres Creative Enterprise Zone (CEZ) Potentially Suitable for Tall Buildings Partially in Crossrail2- Area of Surface Interest and Safeguarding Limits Flood Zone 2 Source Protection Zone (SPZ) - SPZ2 Outer Archaeological Priority Area (APA) - Tier 2 and Tier 3
Relevant permissions	HGY/2013/2610, HGY/2018/1897 and HGY/2025/0818
Indicative capacities	150 homes (net), 2,400sqm (gross) town centre uses 12,000sqm (gross) Other
Phasing	2028-2037 (meanwhile)2038-2042+ (permanent)

Ownership	Public

Tables and Figures 29. Xxx

Proposal

Comprehensive re-development of station interchange to include new mixed-use development, transport infrastructure improvements and public realm enhancements to strengthen the site's contribution to the District Centre and enhance its function as a gateway to Tottenham Hale and the Tottenham Hotspur Stadium.

Masterplanning, engagement and delivery

Development proposals must be supported by a masterplan prepared in accordance with Policy D8.

The masterplan should respond to the site's role and location within the District Centre and its relationship to Hale Village as well as accord with the vision and principles set out in the Tottenham Hale District Centre Framework, or subsequent Council-adopted placemaking documents.

Major development proposals must be supported by a Meanwhile Uses Strategy and Implementation Plan that promotes the vitality and activity of the District Centre throughout the development process, in accordance with Policies THN1 and THN2.

Land uses and activities

Existing land uses: Infrastructure (Tottenham Hale Station), retail/ town centre uses.

Acceptable land uses: Residential, retail/town centre, office/workspace, cultural, leisure and recreation, community uses and infrastructure.

Development should:

- Locate new residential uses on the upper floors of development adjacent to, or above, the station.
- Provide active town centre uses at ground floor level around Station Square and, where public realm is provided, at podium level.
- Maximise the provision of office and workspace floorspace.
- Provide publicly accessible toilets that can be accessed from both within and outside the station ticket gates.

Built form, character and heritage

Development should prioritise comprehensive redevelopment to make the most effective use of the site and deliver the scale of growth envisaged by the allocation.

The site may be appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10, the Haringey Tall Buildings study and the following key principles and requirements:

- A high-quality architectural landmark building should be provided as a part of a comprehensive approach to height and massing informed by an analysis of its contribution to Tottenham Hale's skyline, particularly when observed from key viewpoints.

Movement and public realm

Development should:

- have regard to the location of Tottenham Hale Station on the preferred alignment of Crossrail 2.
- Protect existing bus infrastructure and capacity, including space required to facilitate future growth of the bus network.
- Provide new and enhanced public realm and transport infrastructure to support the site's role as a strategic transport hub and gateway to Tottenham Hale and Tottenham Hotspur Stadium. This includes:
- Enhance the public realm, particularly Station Square, to encourage people to dwell, provide a high-quality arrival, departure and interchange experience, and reinforce Tottenham Hale's identity.
- Improve the interchange between transport modes to provide seamless journeys, clear transitions between services, and sufficient capacity to accommodate everyday demand and event-day crowds associated with Tottenham Hotspur Stadium.
- Provide safe, direct and attractive walking routes that support east-west and north-south movement through the site, in accordance with the District Centre Framework and Streets & Spaces Strategy.
- Create new connections across the railway linking the site with Hale Village and Perkyn Square.
- Address crime and safety concerns through a comprehensive approach to designing out crime, including positive meanwhile uses, effective public realm management, enhanced lighting and early engagement with crime prevention specialists, with particular regard to the safety of women and girls.
- Use substantial green infrastructure to strengthen the site's relationship with Lee Valley Regional Park and reinforce its distinctive landscape setting.
- Enhance the public realm, particularly Station Square, to encourage people to dwell there, provide a high-quality point of arrival, departure and interchange and create a distinct identity for Tottenham Hale.

Part of the site is located over the path of the Victoria Underground Line.

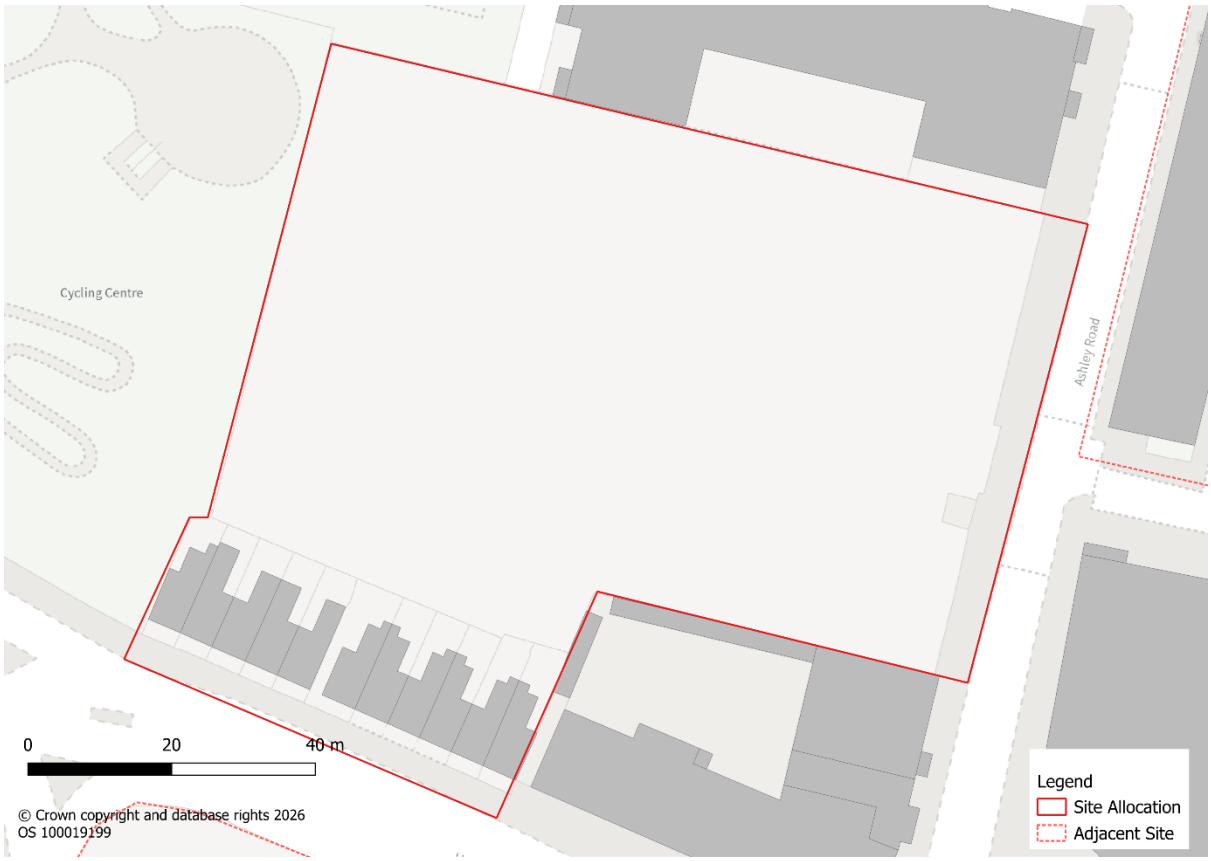
Environment and sustainability

- It should be demonstrated that adequate water and wastewater infrastructure capacity is available to support development. Where appropriate, this should be informed by modelling of potential impacts on the water and wastewater

network and early engagement with Thames Water, including consideration of any capacity constraints at the sewage treatment works.

- The site's high heat risk should be addressed through the provision of urban cooling measures.
- Generous green infrastructure should be provided, where feasible, throughout the site to mitigate noise and air pollution, deliver urban cooling and high-quality amenity space, and strengthen physical and visual connections with Lee Valley Regional Park.
- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

TH SA03: Ashley Link



Tables and Figures 30. Xxx

Site Information	Details
Address	Land at Ashley Road South of Burdock Road
Area [ha]	0.88
PTAL	5-6a
Planning designations and constraints	Article 4 - HMOs Opportunity Area PFA Transform Area Partially in a District Centre Creative Enterprise Zone (CEZ) Potentially Suitable for Tall Buildings Adjacent to Designated Open Space/SINC Flood Zone 2 Source Protection Zone (SPZ) - SPZ2 Outer Archaeological Priority Area (APA) - Tier 2 Adjacent to Locally Listed Building
Relevant permissions	HGY/2016/4165 HGY/2019/0108
Indicative capacities	200 homes (net) 1,400sqm (gross) town centre uses
Phasing	2028-2032

Ownership	Public and Private

Tables and Figures 31. Xxx

A. Proposal

Comprehensive mixed-use redevelopment to provide ground floor town centre uses with a mix of residential and employment above. The site will form part of the newly configured District Centre and help facilitate improved east-west connections through Down Lane Park into the District Centre and the Lee Valley Regional Park.

B. Masterplanning, engagement and delivery

A Council-approved Spatial Framework is in place for the allocation (the Tottenham Hale District Centre Framework). Development proposals must accord with the principles of this framework, or any subsequent Council-approved update, as read alongside and updated by relevant Local Plan policies and this site allocation.

Development proposals must be supported by a masterplan, prepared in accordance with Policy D8.

Major development proposals should be supported by a Meanwhile Uses Strategy and Implementation Plan that promotes the vitality and activity District Centre throughout the development process, in accordance with Policies THN1 and THN2.

The masterplan should:

- Cover the whole site allocation
- Demonstrate that development will not compromise the coordinated delivery of the wider allocation or the ability of remaining sites to be optimised for development.

C. Land uses and activities

Existing land uses: Industrial (now cleared) and residential (terraced housing)

Acceptable land uses: Residential, retail/town centre, community and office/workspace uses

Development should:

- Re-provide of the employment floorspace that was lost on the site (1,700sqm).
- Maximise employment floorspace on the site, where viable, to support Tottenham Hale's its establishment a major office, enterprise and innovation hub. However, the delivery of significant office development is dependent on Tottenham Hale evolving into a more attractive destination for businesses and employees. As such, priority will initially be given to cultural, community, leisure, and food and beverage uses that strengthen the town centre offer and create a vibrant environment that supports future office growth.

- Provide active ground floor town centre uses along Ashley Road and Ashley Link, establishing Ashley Road as the principal high street and Ashley Link as a vibrant route connecting the town centre with Down Lane Park.
- Deliver a significant increase in new homes, with conventional Class C3 housing comprising the predominant residential use. Purpose-built student accommodation and large-scale purpose-built shared living accommodation will only be supported where they form an ancillary component of the overall residential mix, contribute to the delivery of geneuiely affordable housing and the creation of a mixed and balanced community, and provide active and integrated ground floor uses.
- Provide community and cultural facilities to support the vitality and vibrancy of the District Centre. Prioritise prominent and accessible locations, including along the edge of Down Lane Park, to strengthen connections between the park and the town centre.

D. Built form, character and heritage

This site may be appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10, the Haringey Tall Buildings study and the following key principles and requirements:

- Development should provide a coherent building line that reinforces the street frontage and complements the setting of locally listed Berol House.
- Development should reflect the area's industrial heritage in the design of development, while responding positively to the character of the surrounding and emerging built environment, in particular Berol House.

E. Movement and public realm

- Development should deliver a new pedestrian-focused east-west connection between Down Lane Park and Ashley Road as part of the wider Green Link. The route should function as both a movement corridor and a destination in its own right, incorporating active frontages, complementary town centre uses, opportunities for outdoor dining and informal play, generous green infrastructure, tree planting, seating and high-quality public realm.
- Provide a sensitive interface with Down Lane Park that protects its amenity value while enhancing access to and from the park, including the delivery of new or improved entrances at Ashley Link and the south-eastern corner of the park on Hale Road.
- Providing safe, direct and attractive walking routes that support east-west and north-south movement through the site, in accordance with the District Centre Framework and Streets & Spaces Strategy.

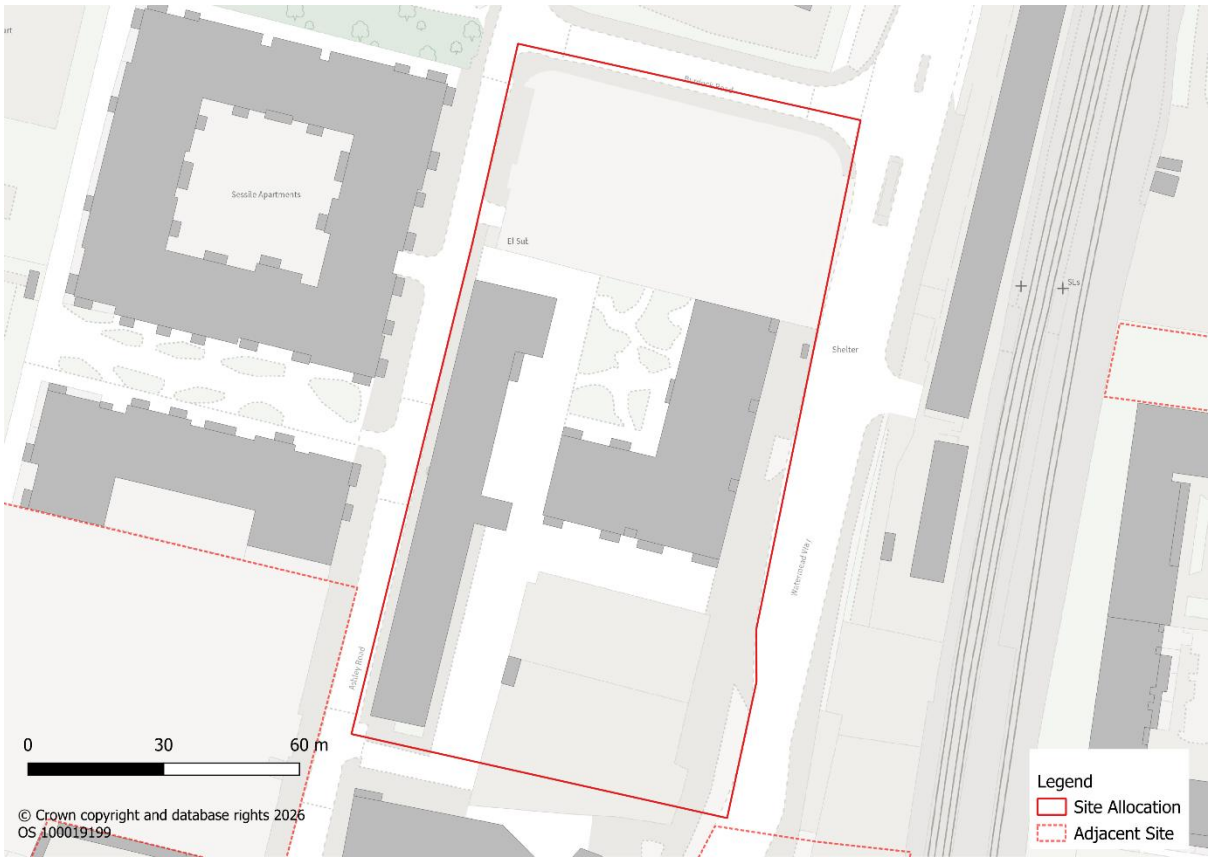
F. Environment and sustainability

- It should be demonstrated that adequate water and wastewater infrastructure capacity is available to support development. Where appropriate, this should be informed by modelling of potential impacts on the

water and wastewater network and early engagement with Thames Water, including consideration of any capacity constraints at the sewage treatment works.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

TH SA04: Berol Yard



Tables and Figures 32. Xxx

Site Information	Details
Address	Land at Ashley Road South of Burdock Road
Area [ha]	0.88
PTAL	5-6a
Planning designations and constraints	Article 4 - HMOs Opportunity Area PFA Transform Area Partially in a District Centre Creative Enterprise Zone (CEZ) Potentially Suitable for Tall Buildings Adjacent to Designated Open Space/SINC Flood Zone 2 Source Protection Zone (SPZ) - SPZ2 Outer Archaeological Priority Area (APA) - Tier 2 Adjacent to Locally Listed Building
Relevant permissions	HGY/2016/4165 HGY/2019/0108
Indicative capacities	370 homes (net) 1,400sqm (gross) town centre uses
Phasing	2028-2032

Ownership	Public and Private

Tables and Figures 33. Xxx

A. Proposal

Establishment of a new mixed-use quarter in the north of the District Centre. The historic Berol House will be refurbished and extended to enhance its contribution to the character and activation of the area. It will be complemented by mixed use development of the remaining elements of the site providing new homes and a range of cultural, community and employment uses, new public realm, and a more permeable street network, including facilitating east-west connections through to Tottenham Hale Station, Hale Village and the Lee Valley Regional Park.

B. Masterplanning, engagement and delivery

A Council-approved Spatial Framework is in place for the allocation (the Tottenham Hale District Centre Framework). Development proposals must accord with the principles of this framework, or any subsequent Council-approved update, as read alongside and updated by relevant Local Plan policies and this site allocation.

Major development proposals should be supported by a Meanwhile Uses Strategy and Implementation Plan that promotes the vitality and activity District Centre throughout the development process, in accordance with Policies THN1 and THN2.

C. Land uses and activities

Existing land uses: Industrial (now cleared) and residential uses.

Acceptable land uses: Residential, hotel, retail/town centre, office/workspace, community, cultural, leisure and recreation.

- Provide a net increase in employment floorspace.
- Maximise employment floorspace on the site, where viable, to support Tottenham Hale's its establishment a major office, enterprise and innovation hub. However, the delivery of significant office development is dependent on Tottenham Hale evolving into a more attractive destination for businesses and employees. As such, priority will initially be given to cultural, community, leisure, and food and beverage uses that strengthen the town centre offer and create a vibrant environment that supports future office growth.
- Provide active ground floor town centre uses along Ashley Road to establish its role as the principal high street. Active frontages should also be delivered along Watermead Way, around public squares and on key movement corridors.
- Provide affordable community and cultural facilities to support the vitality and vibrancy of the District Centre.

- Adapt Berol House to provide flexible and affordable town centre and workspace uses.

- Prepare and implement a Relocation Strategy for existing businesses within Berol House, setting out the measures that will be taken to support occupiers in securing suitable alternative accommodation.
- Deliver a significant increase in new homes, with conventional Class C3 housing comprising the predominant residential use. Purpose-built student accommodation and large-scale purpose-built shared living accommodation will only be supported where they form an ancillary component of the overall residential mix, contribute to the creation of a mixed and balanced community, and provide active and integrated ground floor uses.

This site is appropriate for catalyst uses.

D. Built form, character and heritage

- Retain and refurbish Berol House as a landmark heritage asset, conserving and enhancing its historic significance.
- Draw on the area's industrial heritage in the design of new development and enhance the setting of Berol House.
- This site may be appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10 and the Haringey Tall Buildings study.
- Active frontages should be provided along Ashley Road and Watermead Way, around public squares and key movement corridors.
- Other measures to improve the activity on along Ashley Road will be supported.

E. Movement and public realm

- Establishing a permeable network of town centre streets, spaces and routes that supports east-west and north-south pedestrian and cycle movement, including additional east-west connections and local access routes.
- Enhance Ashley Road as a key component of Tottenham Hale's high street and the principal north-south route through the site, prioritising pedestrians.
- Support the delivery of a strategic green link between Tottenham High Road and Lee Valley Regional Park. Development should safeguard and facilitate a future bridge connection across Watermead Way and the railway to Hale Village by providing a publicly accessible bridgehead and undertaking a feasibility study.
- Extend the public square in front of The Gessner and create a new public square to the east of Berol House.

F. Environment and sustainability

- Modelling will be required to assess potential impacts to the water network and may be required to that of wastewater network. The site may also be

subject to capacity issues relating to the sewage treatment works. Early engagement with Thames Water is encouraged.

- Address the site's high heat risk through the provision of urban cooling measures.
- Opportunities should be pursued to enhance/ support the adjoining SINC in Down Lane Park through greening the northern edge of the site. Street trees should be provided along Burdock Road.
- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

TH SA05: 29-33 The Hale



Tables and Figures 34. *Xxx*

Site Information	Details
Address	29-33 the Hale, N17 NJZ
Area [ha]	0.14
PTAL	6a
Planning designations and constraints	Article 4 - HMOs PFA Transform Area Opportunity Area District Centres Creative Enterprise Zone (CEZ) Potentially Suitable for Tall Buildings Source Protection Zone (SPZ) - SPZ2 Outer Flood Zone 2 Archaeological Priority Area (APA) - Tier 2
Relevant permissions	HGY/2021/2304
Indicative capacities	431 purpose-built student accommodation bedrooms, 568sqm town centre uses
Phasing	2027-2036
Ownership	Private

Tables and Figures 35. Xxx

Proposal

Redevelopment of site to provide a part 7, part 24 storey building of purpose-built student accommodation with commercial uses at ground and first floor with landscaping along the Hale Road frontage

Masterplanning, engagement and delivery

The site should be brought forward in a comprehensive and co-ordinated manner to best optimise the placemaking opportunity.

Land uses and activities

Existing land uses are: employment, residential

Acceptable land uses are: town centre, employment, residential

- The Council will seek to maximise the achievable provision of town centre floorspace to support the District Centre
- This site is suitable for purpose built student accommodation or otherwise suitable for Class C3 residential uses.
- Student accommodation should contribute to affordable housing via a cash in lieu contribution in line with the extant permission

Built form, character and heritage

- The building should act as a gateway marker for the new town centre and as such a building of up to 24 stories is appropriate in line with extant permission.
- A sculptural form with a clear base, middle, and top should be delivered in line with the extant permission
- Use of brick, concrete, and glazed elements to create visual interest is supported
- A wind baffle should be integrated into the architecture to address microclimate concerns
- Active frontages should be provided at ground floor level alongside the public realm enhancements as secured in the extant planning permission
- Movement and public realm
- Additional cycle parking should be delivered within the public realm
- Due to the constrained nature of this site, delivery and servicing arrangements must be carefully managed to avoid disruption and secured via a Delivery and Servicing Plan
- Green roofs and communal roof terraces should be provided in line with the extant permission to provide amenity space on this site
- The on street bus stand to north of site will be retained and operation will be safeguarded

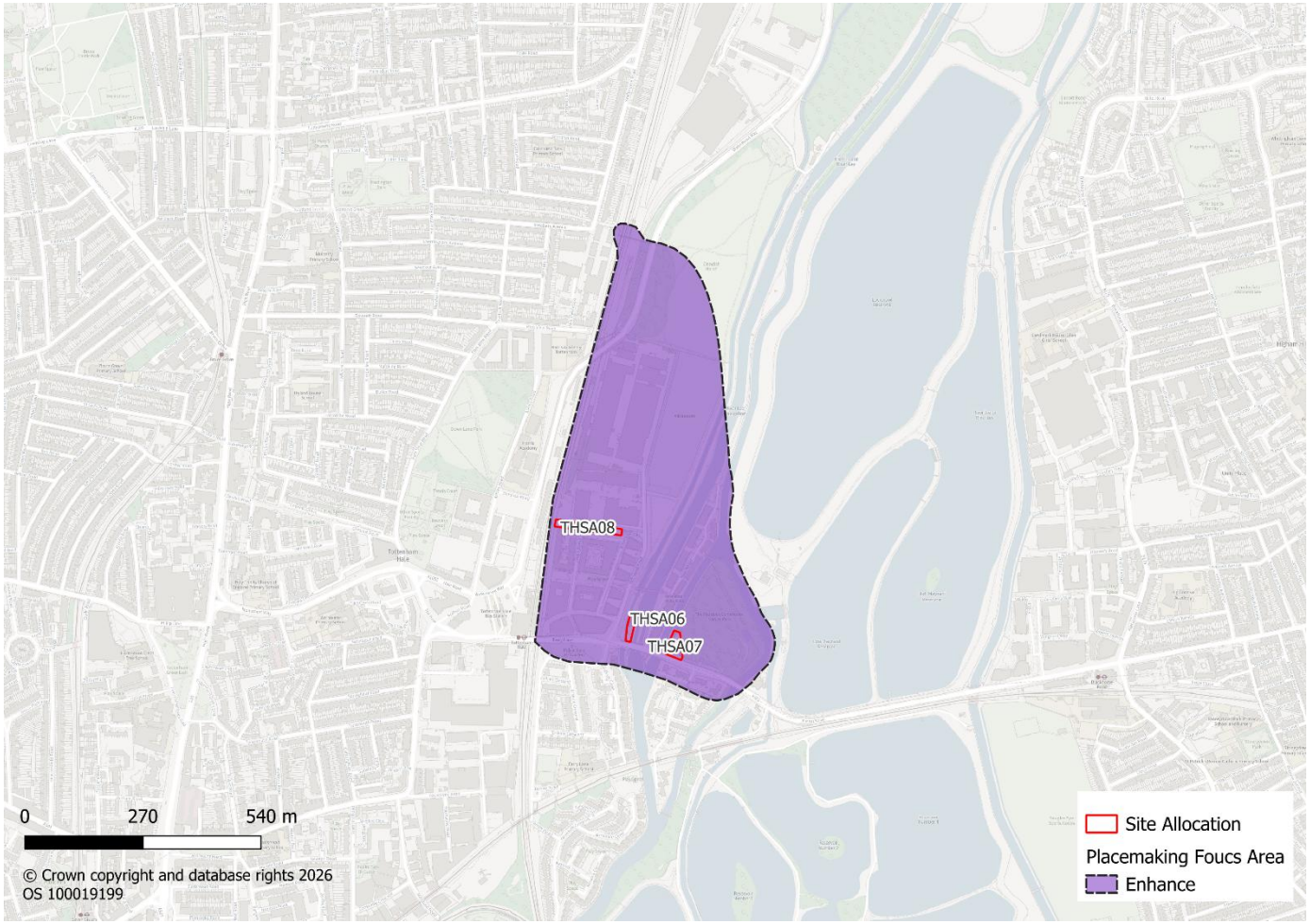
Environment and sustainability

- The site is within Flood Zone 2
- Demonstrate that adequate water infrastructure capacity is available to support development. Where appropriate, this should be informed by modelling of potential impacts on the water network and early engagement

with Thames Water, including consideration of any capacity constraints at the sewage treatment works.

- Modelling will be required to assess potential impacts to the water network. The site may also be subject to capacity issues relating to the sewage treatment works. Early engagement with Thames Water is encouraged.
- Address the site's high heat risk through the provision of urban cooling measures. The site has a high heat risk. Development should prioritise the use of urban cooling measures and include or contribute to a Cool Space.
- Tree planting and greenery is required to enhance biodiversity alongside contributions to improve the public realm along the Hale Road frontage
- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely. The site lies in a Source Protection Zone.

TH PFA2: Tottenham Lock



Tables and Figures 36. Map of Placemaking Focus Area XXXXX

Strategy

2.57 Tottenham Lock will be enhanced to become a regional destination for nature-based leisure and recreation and a creative and green industrial hub.

2.58 Alongside delivery of new homes, development of prominent site allocations next to the area's natural assets will provide new and enhanced green spaces and public realm, easier access to the Lee Valley, more activities and workspaces and greater use and enjoyment of the area's waterways and green spaces. This will require close collaboration with the Canal & River Trust and Lee Valley Regional Park Authority.

2.59 The Millmead and Lockwood Strategic Industrial Area will be intensified to support the area's independent and creative small and medium sized enterprises, better respond to its context, and showcase the businesses that exist there.

2.60 Construction of a pedestrian bridge over the railway from Perkyn Square to Berol Quarter will complete a strategic green link, connecting Tottenham High Road to Lee Valley Regional Park.

2.61 This strategy will be implemented through adherence to Policies THN1-2, the site allocations outlined below, and the following initiatives.

- Ensuring character of new development is informed by the area's industrial heritage, including that of its waterways. A portion of the placemaking focus area is within a Tier 2 Archaeological Priority Area with the potential to contain remains associated with the medieval and post-medieval mills and watercourse management.

- Establishing Tottenham Lock as a regional destination for nature-based leisure and recreation. This includes:

    - Supporting increased recreational use of the waterways.
    - Encouraging permanent or meanwhile use cultural, leisure and food & beverage uses, particularly around the Hale Wharf/Lock 17 development.
    - Improving wayfinding to local assets
    - Supporting community nature conservation activities
    - Exploring the potential provision of moorings on the western side of the site to accommodate employment barges/ temporary moorings.
    - Improving access to, and use of, the area's destinations. This includes:
    - Improving walking and cycling infrastructure, particularly the national cycle network and Lee Valley Walkway along the towpath.

- Improving east-west access to the area by completing the green link over the railway line and providing safer and easier east-west connections from Park View Road (Watermead Way bridge) and the Carbuncle Passage (Tottenham Marshes bridge).

- Improving safety and legibility of access into the Millmead and Lockwood Strategic Industrial Location (SIL). There are opportunities to create new routes through the industrial estates, connecting Hale Village to the Watermead Way pedestrian bridge and providing better access for visitors.

- Supporting a wide range of industrial and ancillary uses within the Millmead and Lockwood Strategic Industrial Location (SIL).

- Supporting this creative industries cluster within the Tottenham Creative Enterprise Zone by providing new, improved and affordable creative workspace, particularly where this supports sectoral strengths in film, tv, radio, music, performance and visual arts.

- Supporting the strong food production sector and encouraging connections with nearby food growing.

- The area's high public transport accessibility, proximity to residential areas, and narrower streets make it less suitable for uses that require high levels of vehicle servicing and heavy goods vehicles.

- New ancillary uses will provide amenities to support employees and visitors and deliver active frontages to the street to enhance the vibrancy of area. There are opportunities for the flexible use of spaces to support complementary evening and night-time economy uses where this does not compromise the primary industrial uses. These activities should be focussed along key pedestrian and cycle routes into the areas. All other industrial frontages should provide positive frontages onto key routes.

- Identifying opportunities to enhance the area's ecological assets and improve access to nature. This includes:

    - Establishing islands of aquatic planting alongside the River Lea and planting of hedgerows, grassland and wildflowers in available open space.

    - Improving access to, and southward views down, the River Lee, south of Hale Wharf. This should be done in a way that enhances and improves management of the mixed scrub and reed beds.

    - Enhancing the Paddock and supporting it to achieve statutory designation as a Local Nature Reserve.

    - Protecting the East Hale Allotments and encouraging food growing.

    - Enhancing the connections between the Lee Valley Regional Park and surrounding SINCs with the Millmead and Lockwood Industrial Estate, and by optimising the use of green infrastructure, particularly at its edges.

Site Allocations

TH SA06: Lock Keepers Cottage



Tables and Figures 37. Xxx

Site Information	Details
Address	Lock Keepers Cottage, Ferry Lane, London, N17 9NE
Area [ha]	0.08
PTAL	5-6a
Planning designations and constraints	Article 4 - HMOs Opportunity Area PFA Enhance Area Creative Enterprise Zone (CEZ) Flood Zone 2 Partially in Flood Zone 3b Adjacent to Blue Ribbon Network Proximity to a Statutory Main River Source Protection Zone (SPZ) - SPZ2 Outer Site of Importance for Nature Conservation (SINC) - Metropolitan Ecological Corridor Lee Valley Regional Park (LVRP) Archaeological Priority Area (APA) - Tier 2

Relevant permissions	HGY/2020/0847
Indicative capacities	13 homes, 600sqm community, cultural and employment uses
Phasing	2028-2032
Ownership	Private
Address	Lock Keepers Cottage, Ferry Lane, London, N17 9NE

Tables and Figures 38. *Xxx*

A. Proposal

Community and employment-led mixed-use development, including meanwhile uses, to activate the canal frontage and towpath and support the establishment of Tottenham Lock as a premier waterside leisure destination.

A. Masterplanning, engagement and delivery

Development should:

- Respond to the site's strategic location and its role in supporting the activation of the canal corridor as a vibrant waterside leisure destination.
- Demonstrate how development will integrate with adjacent sites and planned improvements to Ferry Lane to deliver a coherent, attractive and active public realm around Tottenham Lock.
- Be informed by early and ongoing engagement with the Council, Lee Valley Regional Park Authority, Canal & River Trust and Environment Agency.
- Respond positively to the area's environmental and ecological assets, particularly the water environment and habitats associated with the Lee Valley Regional Park, and contribute to their protection and enhancement.

B. Land uses and activities

Existing land uses: Residential (lockkeepers cottage).

Acceptable land uses: Community, cultural, retail, office/workspace, and residential.

- Development should provide active, publicly accessible ground-floor uses that create activity along the canal frontage and enhance the vitality, attractiveness and enjoyment of the towpath and waterside setting.

C. Built form, character and heritage

- Building heights must respond appropriately to the site’s location within the Lee Valley Regional Park, on a prominent part section of the canal-side.

- Tall buildings are not appropriate on this site. Building height and form should respect the openness of Tottenham Lock, maintain a human scale environment and ensure they do not dominate the experience of walking along the canal.

- Given its prominence on the canal, an exemplary standard of design is required, delivering a landmark building that responds sensitively to the context and heritage of Tottenham Lock.

- Building design should be informed by an assessment of the impacts on protected views along the River Lee and Ferry Lane.

- Buildings should be located to allow a continuous sight line from the Green Link into the Lee Valley Regional Park.

- An active and high-quality frontage must be provided to Ferry Lane.

D. Movement and public realm

- The ongoing operation and maintenance of the lock gates must be preserved.
- The site lies on the route of the Lee Valley Walk and the National Cycle Network. Development proposals should improve access to the towpath from Ferry Lane, including through provision of inclusive access.
- Development proposals should enhance the experience of pedestrian and cyclist movement to and along the towpath, including through managing impact of on-site-activities to ensure a safe flow of people.
- Development proposals should contribute to wider improvements to the quality of the public realm at Tottenham Lock.

E. Environment and sustainability

- New development should protect and enhance the various ecological assets in the vicinity of the site.
- The adjoining Lea Valley SINC should be enhanced/ supported through both on and off-site greening.
- An ecological buffer of at least 8 metres should be provided to Pymmes Brook.
- Mature trees should be retained, in particular the large Willow tree which should form a key feature of any proposed landscaping.
- Proposals should contribute to the restoration, enhancement and public enjoyment of the Blue Ribbon Network, including design considerations to ensure light is available to reach the water to support vegetation growth.
- The site is surrounded by a network of main rivers (Pymmes Brook, Lee Navigation). Proposals must safeguard the rivers and ensure development does not adversely affect its flood risk, ecological or operational functions. Early engagement with the Environment Agency is required, and any necessary Flood Risk Activity Permits must be secured prior to the commencement of works.
- Development should also ensure opportunities to enhance the ecological status of the rivers and ensure access for future maintenance and replacement of the river walls is realised. The condition of the flood defence must be commensurate with the lifetime of the development. A condition survey will need to be undertaken and any repair works identified carried out.
- Engagement is needed with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.
- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

TH SA07: Former Garage Site



Tables and Figures 39. Xxx

Site Information	Details
Address	2 Ferry Ln, London N17 9NG, UK
Area [ha]	0.17ha
PTAL	5
Planning designations and constraints	Article 4 - HMOs Opportunity Area PFA Enhance Area Creative Enterprise Zone (CEZ) Potentially Suitable for Tall Buildings Flood Zone 2 Partially in Flood Zone 3b Source Protection Zone (SPZ) - SPZ2 Outer Adjacent to Blue Ribbon Network Adjacent to Designated Open Space Site of Importance for Nature Conservation (SINC) - Metropolitan Lee Valley Regional Park (LVRP) Ecological Corridor Archaeological Priority Area (APA) - Tier 2 and Tier 3
Relevant permissions	None

Indicative capacities	80 homes, 700 sqm employment
Phasing	2028-2032
Ownership	Private
Address	2 Ferry Ln, London N17 9NG, UK

Tables and Figures 40. Xxx

A. Proposal

Residential-led mixed use development with new public realm and visitor facilities for the adjacent Paddock nature reserve.

B. Masterplanning, engagement and delivery

Development on this site will need to respond positively to its strategic location on the edge of the Paddock and the River Lea and be planned and designed through close and early engagement with the Lee Valley Regional Park Authority.

C. Land uses and activities

Existing land uses: Industrial (Former Petrol Station, presently in vehicle repair/ alternate commercial use).

Acceptable land uses: Office/workspace, cultural, leisure, community, and residential uses.

Applicants should work with the Council and relevant stakeholders to explore opportunities for a visitor centre, community facility or similar use serving the adjacent Paddock Community Nature Park.

D. Built form, character and heritage

- This site may be appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10 and the Haringey Tall Buildings study.
- Development should respond positively to its unique setting adjacent to the Lee Diversion and the Paddock Community Nature Park.
- Buildings should be set back to preserve views of the Paddock down Ferry Lane from the west.
- Active ground floor uses should be provided (e.g. a café) to activate the public realm and encourage visitors to dwell.

E. Movement and public realm

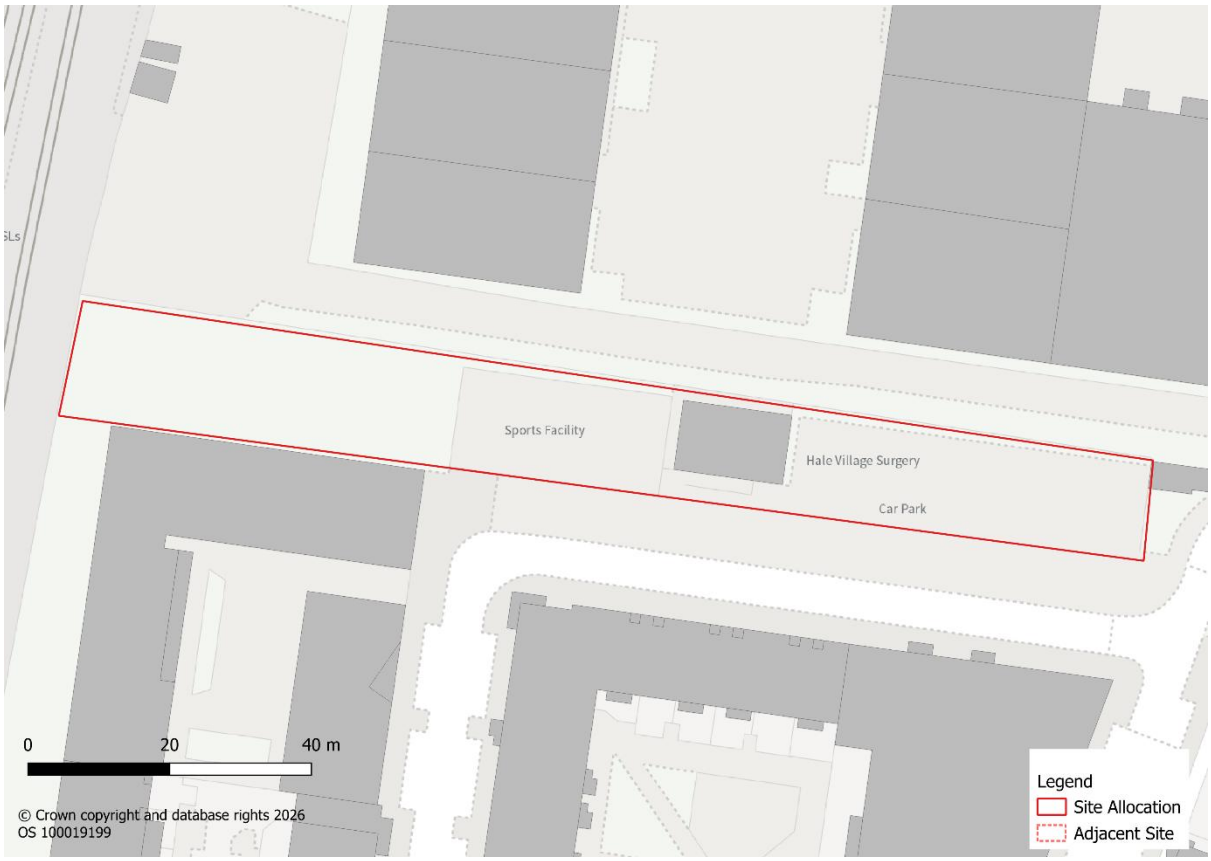
Development should provide new public realm alongside active ground-floor uses and, where feasible, deliver a new entrance to the Paddock Community Nature Park from the site.

F. Environment and sustainability

- New development should enhance the various ecological assets in the vicinity of the site.

- The ecological corridor and the adjoining Lea Valley SINC surrounding the site to the north, east and west should be enhanced/ supported.
- The setback along Ferry Lane should contain extensive green infrastructure, including street trees, helping to continue the planting in front of the Paddock.
- A setback should be provided to the Lee Diversion, with landscaping and public realm serving to enhance and improve appreciation of the Blue Ribbon network.
- A planted set back should be provided along the eastern boundary of the site, helping to extend the SINC and blend the site with the Paddock.
- Engagement is needed with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.
- The site is on the edge of the Lee Diversion. Development should ensure opportunities to enhance the ecological status of the waterway and ensure access is available for future maintenance and replacement of the river walls. The condition of the flood defence must be commensurate with the lifetime of the development. A condition survey will need to be undertaken and any repair works identified carried out.
- The site lies in a Source Protection Zone and a Drinking Water Safeguard Zone (Groundwater). Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

TH SA08: Land to the North of Lebus Street



Tables and Figures 41. Xxx

Site Information	Details
Address	Land north of Lebus Street, Hale Village, N17 9FZ
Area [ha]	0.24ha
PTAL	5
Planning designations and constraints	Article 4 - HMOs Opportunity Area PFA Enhance Area Creative Enterprise Zone (CEZ) Adjacent to Strategic Industrial Land (SIL) Potentially Suitable for Tall Buildings Ecological Corridor Lee Valley Regional Park (LVRP) Site of Importance for Nature Conservation (SINC) - Grade 2 Flood Zone 2 Adjacent to Blue Ribbon Network Source Protection Zone (SPZ) - SPZ2 Outer Archaeological Priority Area (APA) - Tier 3

Relevant permissions	HGY?2006/1177 HGY/2021/0155 HGY/2021/1970 HGY/2024/0399
Indicative capacities	N/A
Phasing	2033-2037
Ownership	Private

Tables and Figures 42. Xxx

F. Proposal

In line with the original Hale Village masterplan, the site should be landscaped to create an eco park. This should be of high ecological and amenity value and include the daylighting of the Moselle Brook to create a section of open watercourse. There is the opportunity for limited residential development within the site but this will only be acceptable where all the intended benefits of the eco park are delivered and secured.

G. Masterplanning, engagement and delivery

Proposals must complement, and be consistent with, the vision and objectives of Its the Hale Village Masterplan and in line with the original planning permission for Hale Village.

Proposals should involve engagement with key stakeholders including the Lee Valley Regional park Authority, the environment agency in connection with de-culverting, and Network Rail due to an accessway immediately to the rear of this site to the railway.

H. Land uses and activities

Existing land uses: Community (temporary health facility) and surface area car park

Acceptable land uses: Open space, residential uses

Limited residential development may be supported where it contributes to the delivery of the Eco Park and associated benefits, including the deculverting of the Moselle Brook, where feasible.

I. Built form, character and heritage

- Any buildings should be located to the northern end of the site allowing for the daylighting of the culverted Moselle which runs through the centre of the site.
- Any buildings should reflect the surrounding context and be subject to detailed daylight and sunlight analysis of the impacts upon the existing residential blocks to the south of the site and to the daylighted part of the Moselle.
- Adequate noise insulation must be secured to ensure that the continued 24 hour operation of the adjacent industrial area can continue unhindered. The Agent of Change principle will be applied.

J. Movement and public realm

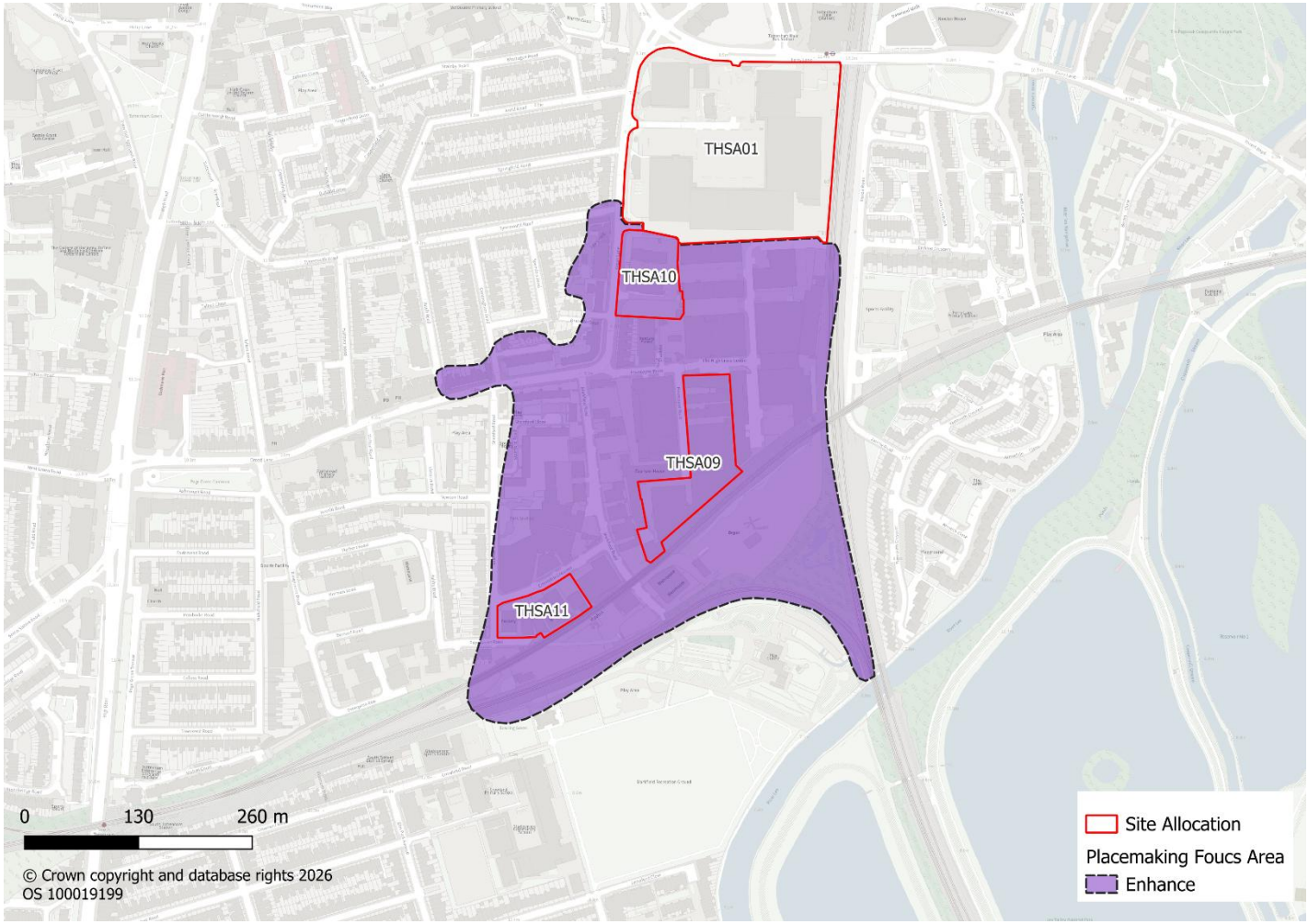
- A green corridor should be created with a more direct link to the landscape of the Lee Valley Regional Park.

- A walkable landscaped route should be provided along the deculverted part of the Moselle.

K. Environment and sustainability

- A landscaped eco park must be provided to create a new open space for residents of high ecological and amenity value.
- The site should incorporate planted margins designed to reflect the natural habitats of the Lee Valley.
- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

TH PFA3: South Tottenham Hale Employment Area



Tables and Figures 43. Map of Placemaking Focus Area XXX

Strategy

2.63 The South Tottenham Employment Area's strong and organic creative industries ecosystem will be supported and celebrated. Retrofit and redevelopment of key sites will support businesses and employment growth, while responding sensitively to the area's industrial heritage. A greater intensity of industrial activities will be supported by ancillary facilities and uses, new public and semi-public spaces, more efficient and sustainable transport infrastructure, and new walking and cycling connections between industrial areas and to the adjacent District Centre.

2.64 This, in addition to other placemaking interventions, such as wayfinding and lighting, will better reveal the creativity, innovation and industrial heritage of this area, making it an attractive and vibrant destination for workers, creative residents, and visitors.

2.65 This strategy will be implemented through adherence to Policies THN1, the site allocations outlined below, and the following initiatives.

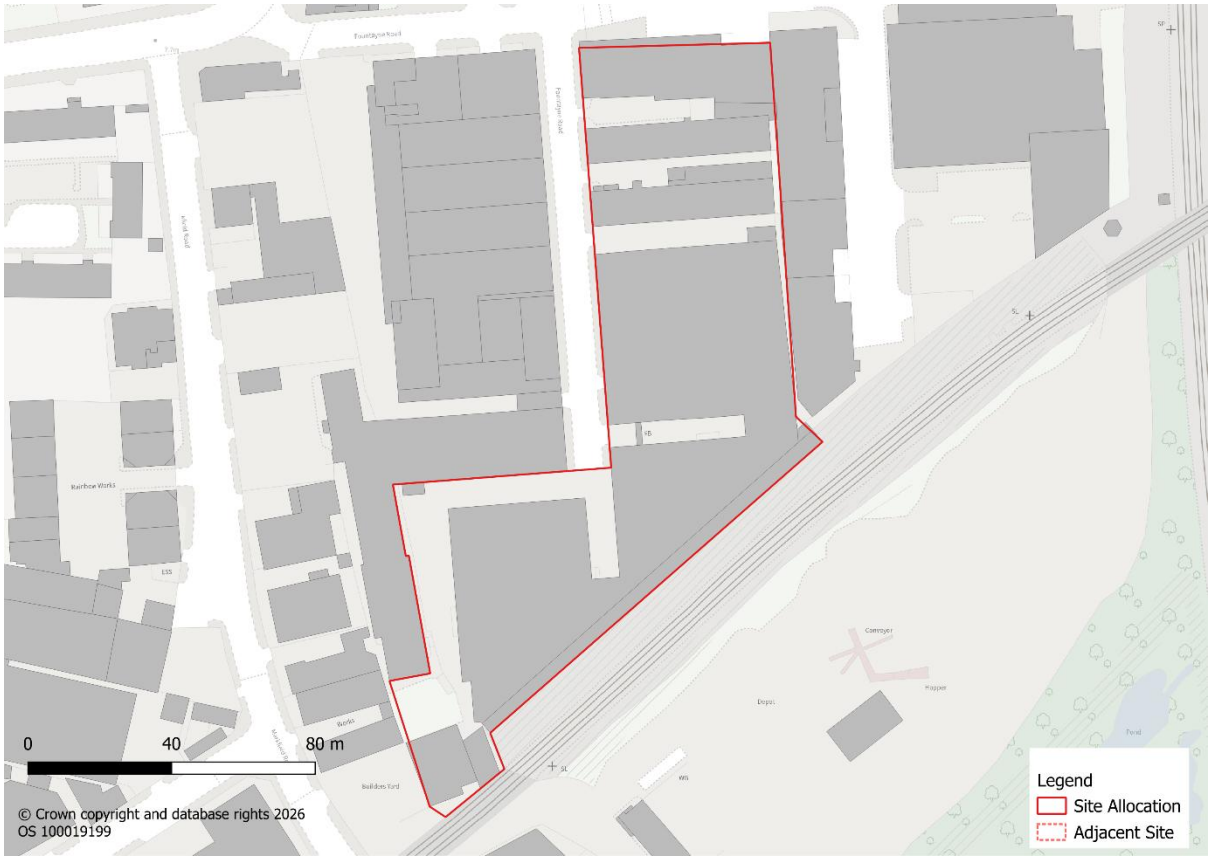
- Supporting a wide range of industrial and ancillary uses within the South Tottenham Locally Significant Industrial Site and adjacent Local Employment Areas
- Supporting the creative industries cluster within the Tottenham Creative Enterprise Zone by providing new, improved and affordable creative workspace, particularly where this supports sectoral strengths in film, tv, radio, music, performance and visual arts.
- New ancillary uses will provide amenities to support employees, visitors and the warehouse living community and deliver active frontages to the street to enhance the vibrancy of the area. There are opportunities for the flexible use of spaces to support complementary evening and night-time economy uses where this does not compromise the primary industrial uses. These activities should be focussed along key pedestrian and cycle routes into the areas. All other industrial frontages should provide positive frontages onto key routes.
- The area's high public transport accessibility, proximity to residential areas, and narrower streets make it less suitable for uses that require high levels of vehicle servicing and heavy goods vehicles.
- Exploring the potential of delivering new and enhanced uses on the triangle of land bordered on 3 sides by railways.
- Enhance the appeal of South Tottenham Employment Area as a destination for workers and visitors. This includes:
- Using placemaking interventions to enhance threshold points into the area, including:

    - New entrances from the District Centre
    - The entrances into Fountayne Road and Markfield Road from Broad Lane
    - The entrance from Markfield Park underneath the railway line.
    - The intersections of Stamford Road with Constable Crescent and Page Green Road.
- Providing wayfinding, improved signage and ensuring clear numbering of industrial units
- Taking opportunities to create small public and semi-public spaces which can provide amenity for employees, encourage social interaction, and support ancillary uses such as outdoor eating and drinking spaces.
- Ensuring local character is informed by the area's industrial heritage, including the notable Edwardian/1920s industrial, brick warehouse buildings within Fountayne Road, to reinforce a degree of local distinctiveness.
- Applying Designing Out Crime principles to create a safe environment during the day as well as in the evening. Creative lighting could be used to enhance safety and make the area more attractive for evening and night-time economy uses.
- Leveraging the area's high level of connectivity to encourage more sustainable transport and move towards reduced/consolidated vehicular trips and more sustainable zero emission vehicle fleets. This includes:
    - Establishing a more legible and permeable street network that connects seamlessly into the District Centre.
    - Taking opportunities to reduce and consolidate parking, loading and servicing areas to enable the removal of on-street parking.
    - Creating, enhancing and extending footpaths to enable safer pedestrian movement.
    - Providing cycling infrastructure for residents, employees and visitors and encouraging greater use of cycle freight.
- Consider opportunities to consolidate delivery and freight movements through redevelopment within the industrial area and/or together with proposed development on the Tottenham Hale Retail Park site allocation
- Addressing low levels of green infrastructure and canopy coverage and enhancing perceptual connections with Lee Valley Regional Park and Markfield Park. This includes:

- Providing more street trees, particularly along key movement corridors
- Optimising green infrastructure, particularly at the edge of sites that adjoin Ecological Corridors and SINCs.
- Taking steps to reduce air pollution as a large portion of the PFA is within an Air Quality Focus Area.

Site Allocations

TH SA09: Fountayne Road



Tables and Figures 44. Xxx

Site Information	Details
Address	Unit 3 High Cross Centre, 1-7 Fountayne Road, N15
Area [ha]	1.13
PTAL	4
Planning designations and constraints	Article 4 - HMOs Opportunity Area PFA Enhance Area Creative Enterprise Zone (CEZ) Creative Industries Cluster (CIC) Warehouse Living Site Local Employment Area (LEA) Adjacent to Locally Significant Industrial Site (LSIS) Adjacent to Ecological Corridor Adjacent to Site of Importance for Nature Conservation (SINC) - Grade 2 Flood Zone 2 Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer

	Archaeological Priority Area (APA) - Tier 3
Relevant permissions	None
Indicative capacities	N/A
Phasing	2033-2042
Ownership	Private and Public

Tables and Figures 45. Xxx

A. Proposal

Retrofit and redevelopment to provide new and improved workspaces and warehouse living units to maintain and grow the creative industries. Conservation-led placemaking and public realm improvements will support its development into a destination to exhibit the work of the creative communities in the area.

B. Masterplanning, engagement and delivery

There should be early engagement with and between landowners to enable co-ordinated or, if appropriate, wider masterplanned development that optimises land use and establishes a more permeable and legible street network.

C. Land uses and activities

Existing land uses: Industrial, office/workspace, warehouse living.

Acceptable land uses: Industrial, office/workspace, warehouse living.

The delivery of creative workspace should be prioritised to support the growth and retention of the creative industry cluster.

D. Built form, character and heritage

- Proposals should be informed by a thorough review of Fountayne Road's industrial heritage value.
- Development proposals should respond to the industrial townscape character and retain and retrofit buildings with industrial heritage value. Some redevelopment may be appropriate to enable intensification of land uses, provision of servicing and yard space to support businesses and provide outdoor amenity space, including public realm.
- Development should retain the fine grain nature of the warehouse buildings, providing a comfortable, intimate scale and character to the street.
- Building heights should maintain a human scale along Fountayne Road. Heights may be acceptable to rise towards the east and south of the site, where the railway line provides a buffer.
- Active frontages should be provided to Fountayne Road.

E. Movement and public realm

Development should deliver:

- Improvements to parking, servicing, delivery and the provision of yard space to support the operation of businesses and reduce on street parking.
- Improvements to Fountayne Road to create a more attractive and pedestrian and cycling friendly streetscape.
- An expanded public and semi-public realm, providing amenity for residents, employees and visitors and opportunities for networking between different businesses.
- Cycling infrastructure to support visitors, residents and employees.
- Development proposals should pursue opportunities to establish or safeguard pedestrian connections through to Markfield Road to the southwest and Fountayne Road to the east.

F. Environment and sustainability

- Opportunities should be taken to enhance/ support the adjacent Grade II SINC and Ecological Corridor along the railway line.
- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

TH SA10: Fountayne Business Centre



Tables and Figures 46. Xxx

Site Information	Details
Address	Fountayne Business Centre
Area [ha]	0.67
PTAL	5-6a
Planning designations and constraints	Article 4 - HMOs Opportunity Area PFA Enhance Area Creative Enterprise Zone (CEZ) Creative Industries Cluster (CIC) Adjacent to a District Centre Locally Significant Industrial Site (LSIS) Flood Zone 2 Partially in Risk of Surface Water Flooding Area - Medium & High Source Protection Zone (SPZ) - SPZ2 Outer Archaeological Priority Area (APA) - Tier 3
Relevant permissions	N/A
Indicative capacities	15,000sqm employment floorspace
Phasing	2028-2037
Ownership	Private

Tables and Figures 47. Xxx

A. Proposal

Redevelopment of the Fountayne Business Centre and former car wash site to provide a significant uplift in office floorspace, an improved frontage to Broad Lane, and facilitate new connections into the South Tottenham Employment Area.

B. Masterplanning, engagement and delivery

Development proposals must be supported by a masterplan prepared in accordance with Policy D8.

The masterplan should:

- Cover the whole site allocation
- Be informed by early engagement between other landowners within the site allocation, adjacent landowners and the Council to support safeguard and facilitate a new north-south pedestrian and cycling route through from Tottenham Hale Retail Park to Shanklin Road and new east-west route from Broad Lane through to Fountayne Road to enhance street network permeability and legibility and support integration with the Tottenham Hale District Centre.

C. Land uses and activities

Existing land uses: Office/workspace, industrial, vacant.
Acceptable land uses: Office/workspace, industrial, vacant,

Development should provide a significant increase in office and workspace floorspace to support the continued growth of Tottenham Hale as a major employment hub and deliver substantial employment opportunities.

D. Built form, character and heritage

- Proposals should be informed by a thorough review of Fountayne Road's industrial heritage value.
- Development proposals should respond to the industrial townscape character and retain and retrofit buildings with industrial heritage value. Some redevelopment may be appropriate to enable intensification of land uses, provision of servicing and yard space to support businesses and provide outdoor amenity space, including public realm.
- Development should retain the fine grain nature of the warehouse buildings, providing a comfortable, intimate scale and character to the street.
- Building heights should maintain a human scale along Fountayne Road. Heights may be acceptable to rise towards the east and south of the site, where the railway line provides a buffer.

tive frontages should be provided to Fountayne Road.

E. Movement and public realm

Development should deliver:

- Improvements to parking, servicing, delivery and the provision of yard space to support the operation of businesses and reduce on street parking.
- Improvements to Fountayne Road to create a more attractive and pedestrian and cycling friendly streetscape.
- An expanded public and semi-public realm, providing amenity for residents, employees and visitors and opportunities for networking between different businesses.
- Cycling infrastructure to support visitors, residents and employees .

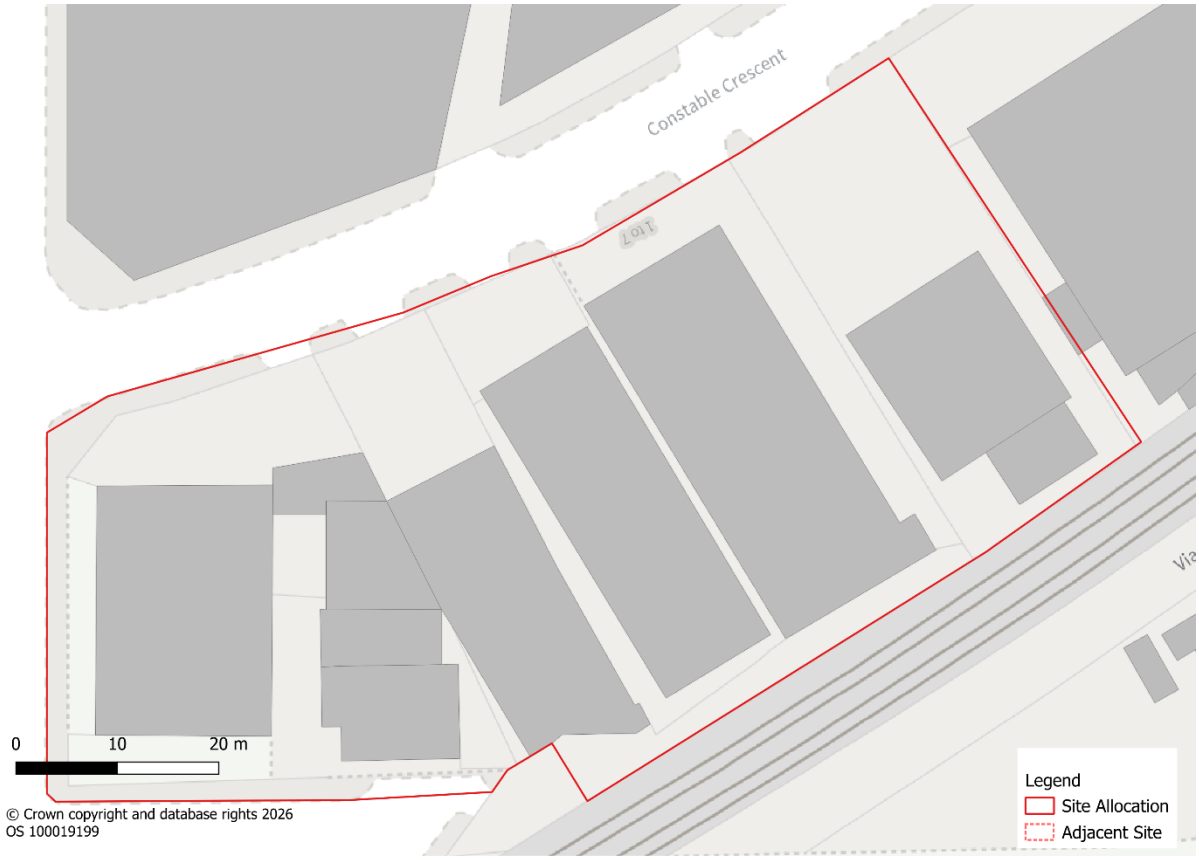
Development proposals should pursue opportunities to establish or safeguard pedestrian connections through to Markfield Road to the southwest and Fountayne Road to the east.

F. Environment and sustainability

- Street trees should be provided along Broad Lane on the block the Business Centre is currently located.
- Engagement is needed with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.
- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

Other Site Allocations in Tottenham Hale

TH SA11: Constable Crescent



Tables and Figures 48. Xxx

Site Information	Details
Address	1-7 Constable Crescent
Area [ha]	0.47
PTAL	3
Planning designations and constraints	Article 4 - HMOs Opportunity Area PFA Enhance Area Creative Enterprise Zone (CEZ) Creative Industries Cluster (CIC) Local Employment Area (LEA) Adjacent to Locally Significant Industrial Site (LSIS) Adjacent to an Ecological Corridor Partially in a Flood Zone 2 Partially in Risk of Surface Water Flooding Area – Medium & High Source Protection Zone (SPZ) - SPZ2 Outer Archaeological Priority Area (APA) - Tier 3
Relevant permissions	

Indicative capacities	50 homes, 6000sqm employment uses
Phasing	2033-2037
Ownership	Public
Address	1-7 Constable Crescent

Tables and Figures 49. Xxx

A. Proposal

Mixed-use employment-led development on this site will mark the western gateway into the South Tottenham Employment Area. Development will maximise employment floorspace, enhance the public realm and strengthen connections tthe railway archways, contributing to the area's vibrancy and accessibility.

B. Masterplanning, engagement and delivery

Development proposals should pursue opportunities for co-ordinated or masterplanned development together with adjacent 43-53 Markfield Road to:

- Facilitate connections through to Markfield Road.
- Optimise the use of land.
- Activate the Page Green Road and the archways to contribute to the character of the South Tottenham Employment Area.

The site is within 10m of the railway, requiring engagement with Network Rail. Engagement should cover opportunities for the proposed development to facilitate activation of the archways.

C. Land uses and activities

Existing land uses: Industrial.

Acceptable land uses: Industrial, office/ workspace, residential.

Development should:

- Re-provide, as a minimum, the existing employment floorspace. Alternative approaches will only be supported where they deliver an equivalent or greater increase in jobs and employment opportunities.
- Prioritise the delivery of creative workspace to support the growth and retention of the creative industry cluster.

D. Built form, character and heritage

- Building heights should be in keeping new development to the north of Constable Crescent (4-6 stories), with the capacity for greater height to the south where the railway provides a buffer. Building heights should respond to the two storey terrace houses on the opposite side of Stamford Road.
- Design should reflect the industrial heritage of the area and articulate the entrance to the South Tottenham Employment Area.
- Active frontages should be provided along Constable Crescent, Stamford Road and Page Green Road.

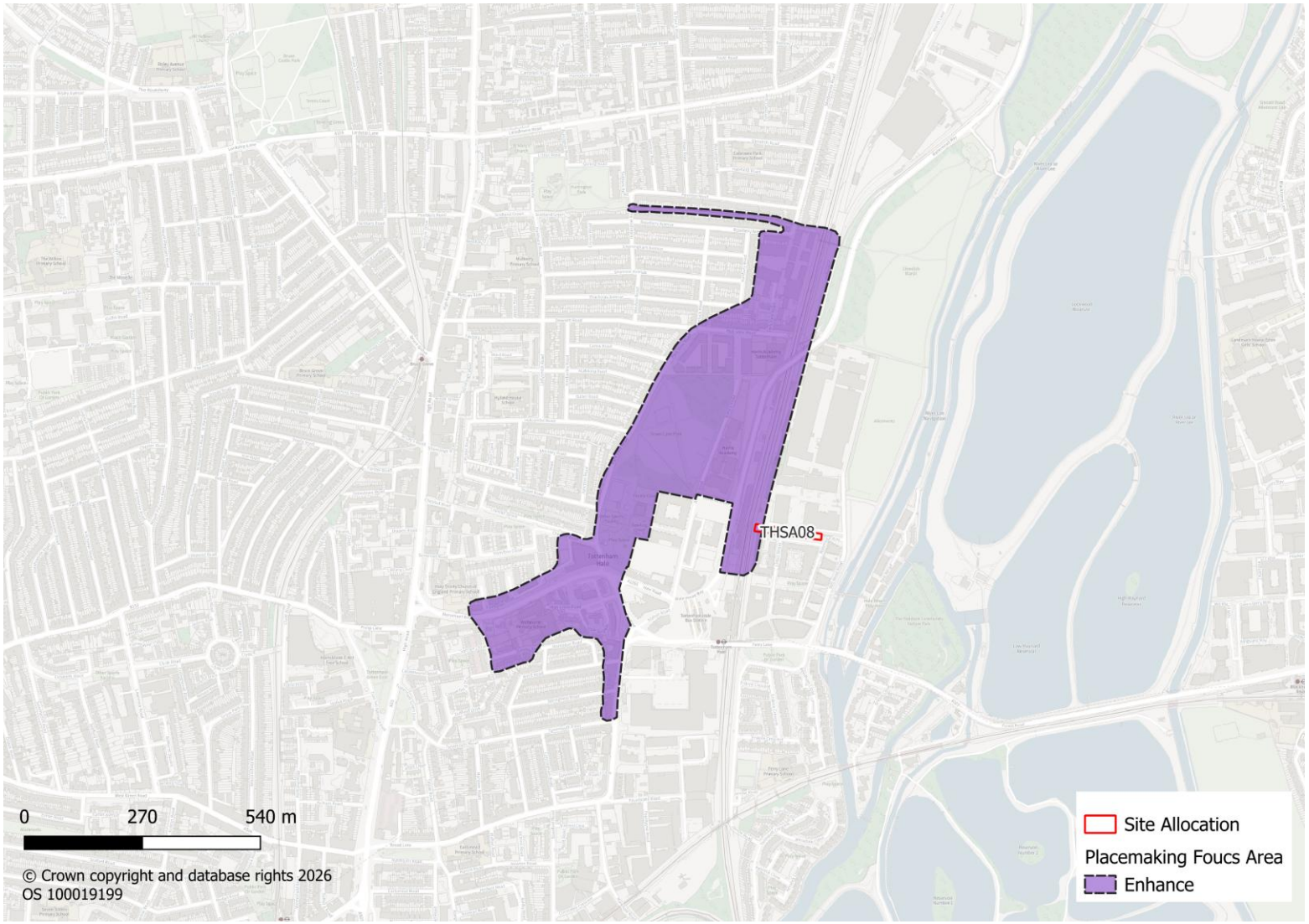
E. Movement and public realm

- Development proposals should facilitate an enhanced public access route from Page Green Road along the archways, with the opportunity to extend this through to through to Markfield Road.
- Development proposals should pursue opportunities to establish new connections through the site between the archways and Constable Crescent.
- There is an opportunity for public realm to be provided on Page Green Road to provide amenity for workers, potential outdoor dining for ancillary food and beverage uses, and draw visitors towards the re-activated archways.

F. Environment and sustainability

- The line of mature trees along Stamford Road should be retained.
- Engagement is needed with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.
- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.

TH PFA4: North and West Tottenham Hale



Tables and Figures 50. Map of Placemaking Focus A

Strategy

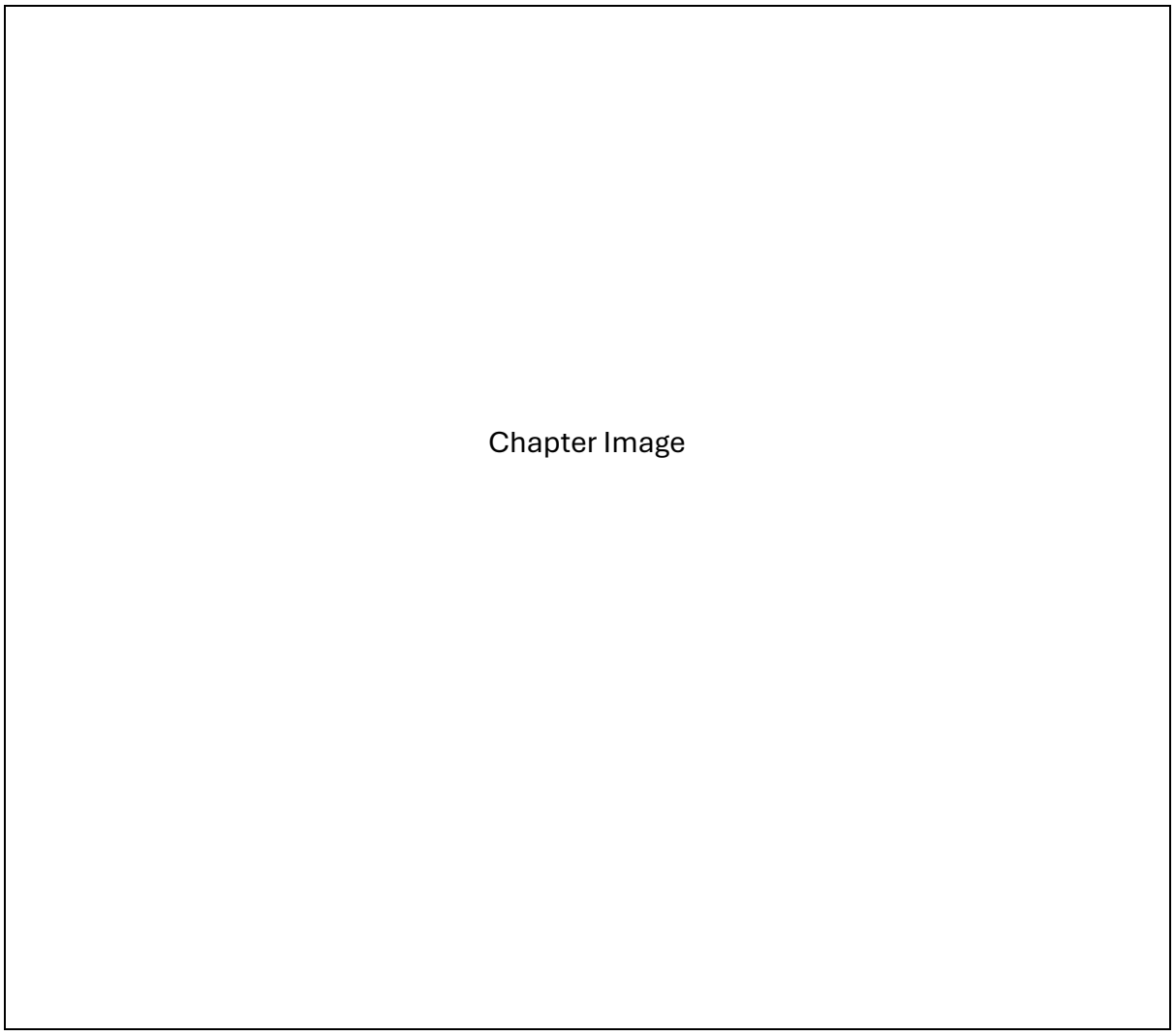
2.68 North and West Tottenham Hale will be substantially enhanced with new homes, enhanced open space and revitalised industrial areas. 272 new council homes will be delivered at the former Ashley Road depot. Down Lane Park will be substantially upgraded through the council's investment, including use of developer contributions, improving inclusivity, increasing biodiversity and supporting the needs of a growing local population. Roseberry Industrial Estate will be optimised to better support the area's independent and small and medium sized enterprises, promote more sustainable transport movements, and achieve greater integration with the surrounding residential environment.

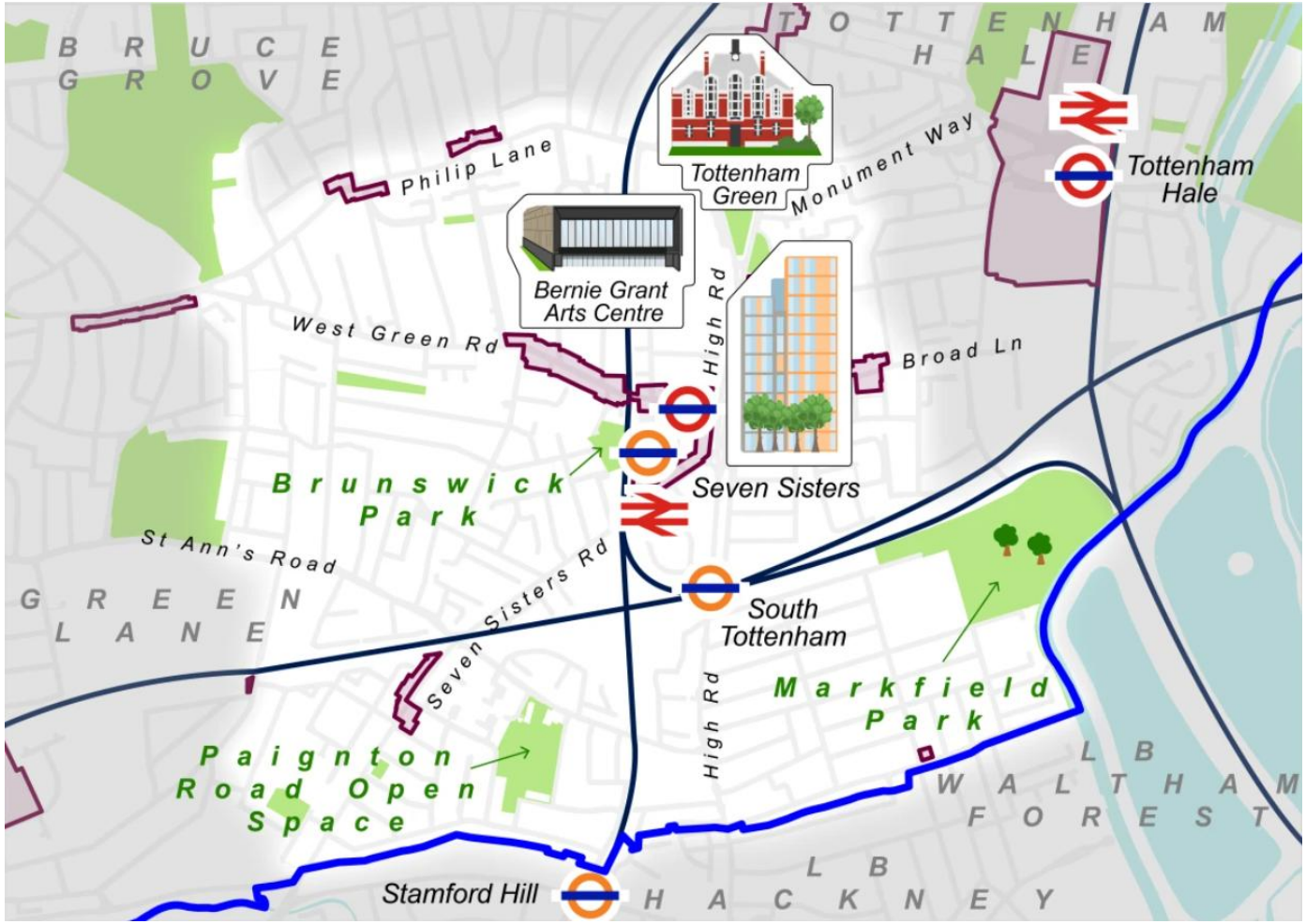
2.69 This strategy will be implemented through adherence to Policies THN1, the site allocations outlined below, and the following initiatives.

- Enhancing pedestrian and cycling connectivity and the public realm. This includes:
    - Providing safer and easier east-west connections to the Lee Valley Regional Park from Park View Road (Watermead Way Bridge) and Carbuncle Passage (Tottenham Marshes Bridge).
    - Supporting opportunities, where appropriate, to create new and enhanced north-south connections, including through the Roseberry Industrial estate, along Ashley Road, and the eastern side of the Harris Academy Tottenham.
- Improving the arrangement and use of public realm within the High Cross Estate.
- Working with TfL to establish Monument Way as a tree-lined boulevard.
- Supporting opportunities to improve street frontages and re-arrange and enhance public realm along Monument Way, Broad Lane and Watermead Way where this would contribute to placemaking, local character and enable the best use of land.
- Enhancing the setting of 62 High Cross Road, the only statutory listed building in the neighbourhood.
- Supporting opportunities to reflect archaeological significance through public realm improvements, interpretation and architectural detailing. A portion of the PFA is within a Tier 2 Archaeological Priority Area containing the historic settlement of Tottenham Hale, which appears to have its origins in the Saxon or medieval period.

- Improving ecology, biodiversity and climate change resilience as well as access to nature and perceptual connections with Lee Valley Regional Park. This includes:
    - Enhancing the SINC at Down Lane Park. There is the potential for wildflower meadow habitats and the introduction of additional grassland species.
    - Enhancing connections to existing green spaces, including Down Lane Park, Lee Valley Regional Park and Hartington Park.
    - Providing more tree canopy coverage.
    - Introducing green infrastructure to mitigate higher levels of flood risk in the area.
    - Providing more street trees, particularly along key movement corridors.
- Taking steps to reduce air pollution. The southern and eastern part of the PFA is within an Air Quality Focus Area.
- Enhancing provision of play, sports and recreation at Down Lane Park.

CHAPTER 9: SEVEN SISTERS & SOUTH TOTTENHAM NEIGHBOURHOOD





Tables and Figures 51. XXX Neighbourhood Map

Neighbourhood Context

Location

3.1 The Seven Sisters & South Tottenham neighbourhood is in the southeast of the borough. It is centred along the High Road with the High Cross intersection and the St Ignatius Catholic Church serving as key landmarks to the north and south respectively. To the north the neighbourhood meets Bruce Grove, to the east it blends into Tottenham Hale, to the south lies Stamford Hill in the London Borough of Hackney and to the west the West Green Road Memorial Garden, Chestnuts Recreation Ground and the Harringay Warehouse Living District which signal entry into the Green Lanes neighbourhood.

History

3.2 Tottenham High Road has long been an important north-south route, following the route of the original Roman road connecting the Roman city of Londinium (London) to the military centres at Lincoln and York. What is now Tottenham Green, was the original main settlement in the medieval parish of Tottenham. The name 'Seven Sisters' comes from a ring of trees that have stood at Page Green for hundreds of years. Much mystery surrounds the trees and why they were growing at this spot.

3.3 By the 16th century several affluent Londoners had set up country retreats in Tottenham, and by the 17th century an early settlement had emerged at Page Green, just off the High Road. The construction of Seven Sisters Road in 1833 connected Tottenham to Holloway, opening the countryside along it for new development.

3.4 As Tottenham grew, there was demand for new shops and public buildings, many of which were built along the High Road between 1850 and 1900, including the Tottenham Fire Station (1905) and Tottenham Town Hall (1904-5) on the Green.

3.5 After the war, large housing estates replaced the Victorian terraces which had been damaged or were considered slums. More recent changes to the built environment have come through mixed use and residential redevelopment of former commercial units along Lawrence Road and the completion of Apex Gardens, a Build to Rent development containing the neighbourhood's tallest building.

Connectivity

3.6 Seven Sisters is one of the most connected areas in the borough, benefitting from exceptional public transport links including London Underground, Overground, and numerous bus routes. This strategic connectivity positions the neighbourhood as a key gateway into Tottenham and a vital node within the wider London transport network. Many visitors to Tottenham Hotspur Stadium events come and exit via the Seven Sisters transport interchange. The impact of large crowds needs to be carefully managed but high levels of footfall provide important opportunities for town centre uses and the wider economy to thrive.

3.7 Tottenham High Road, Seven Sisters Road and Philip Lane are all identified as priority routes for bus interventions in TfL's Bus Action Plan. Cycle Superhighway 1 was completed in 2019, connecting the neighbourhood south to the City of London and north to Enfield.

Economy & Town Centres

3.8 Seven Sisters/West Green Road District Centre sits at the heart of the neighbourhood at the intersection of the three of its main roads (the High Road, West Green Road and Seven Sisters Road). It is a popular and well-used centre with excellent transport links and well known for its multi-cultural, independent shops which serve the diverse local community and attract visitors from beyond the borough. Smaller local centres are located along the Broad Lane, Seven Sisters Road and Philip Lane.

3.9 The neighbourhood has one designated Locally Significant Industrial Site (LSIS), Rangemoor Road, located east of the High Road and south of Broad Lane. It also houses two of the four designated creative industry clusters within the Tottenham Creative Enterprise Zone.

Landmarks, culture, and heritage

3.10 Tottenham Green contains many of the neighbourhood's landmarks, community and cultural facilities and key historic buildings, and remains the civic heart of Tottenham. Its cultural and community facilities include the Bernie Grant Arts Centre, which delivers innovative black-led creative programming, Marcus Garvey Library and Tottenham Leisure Centre, Tottenham Town Hall, and several educational institutions, the largest of which being the Tottenham campus of Capital City College (formerly The College of Haringey, Enfield and North East London).

3.11 Tottenham Green itself provides the area with a sense of openness rarely experienced elsewhere within the Tottenham High Road Historic Corridor and hosts the monthly Tottenham Green Market.

3.12 The Seven Sisters area is renowned for having residents from a range of Latin American backgrounds. This is particularly evident at the Seven Sisters Market, otherwise known as the famous 'Latin Village', which has its longtime home in Wards Corner, a historic former department store. The market has a strong role in Tottenham's identity and history and has a unique economic, social and cultural value for Latin Americans across London and the diverse communities that live and work in Tottenham.

3.13 Other key landmarks include St Ignatius Catholic Church at the corner of the High Road and St Ann's Road, the Snail Mural, visible from Seven Sisters Road, and the Markfield Beam Engine and Museum, a Grade II listed engine hall which was part of the Markfield Sewage Treatment Works.

Green and blue infrastructure

3.14 The neighbourhood only has one large open space, Markfield Park, but Downhills Park and Chestnuts Park are just outside its boundaries to the west and there is the major expanse of the Lee Valley Regional Park a short distance to the east. Other notable green spaces in the neighbourhood include Paignton Road Open Space, Brunswick Park, Tewkesbury Road Open Space and Tottenham Green, which is the most prominent.

3.15 The rail corridors running east/west and north/south through Seven Sisters also serve as important ecological corridors, containing Sites of Importance for Nature Conservation (SINCs) and contributing to the area's green infrastructure. These corridors are closely linked to nearby parks such as Markfield Park and Paignton Road Open Space, which also contain SINCs. This plan proposes the designation of part of Brunswick Park as an additional SINC.

3.16 The River Lea runs along the part eastern boundary of the neighbourhood . Its tow path is part of the National Cycleway Network and the Lee Valley Walking Route. The Moselle and Stonebridge Brooks flow into the River Lea at Markfield Park, having been culverted through most of their journey through Haringey.

Seven Sisters and South Tottenham Vision

Seven Sisters and South Tottenham in 2043 will have delivered on the aspirations set out in Shaping Tottenham. It will be the cultural gateway to Tottenham, where people come to enjoy, learn, and partake in its famous international food offer, world-class events and activities, vibrant evening economy and celebrated histories.

Development and change within the neighbourhood will have embraced and accentuated its positive characteristics, including its culture and creativity, heritage, connectivity, and diversity. Meanwhile uses and longer-term development at Seven Sisters Station and Wards Corner will have enabled the Seven Sisters/West Green Road District Centre and its surrounds to support a wider range of activities and services both during the day and in the evenings. The centre will be a community and cultural hub, with a strong sense of place, enabled in part through public realm improvements and the restoration of built heritage. Seven Sisters Market will be revitalised, enhancing the area's reputation as a regional destination for international food.

Tottenham Green will remain the historic and civic heart of Tottenham, as well as a key Cultural Quarter providing access to a wide range of cultural, leisure, community and educational opportunities. Conservation-led development, public realm improvements, and innovative meanwhile uses will support more community, sport, cultural and creative activities, and provide high-quality spaces for play, socialisation, and relaxation.

New affordable workspaces will be provided at Gourley Triangle, Tottenham Green, and around Bernard Road, strengthening existing creative industry clusters. These will be integrated into the wider neighbourhood, increasing the visibility of Tottenham's strong creative industry sector.

Development will deliver new homes and jobs and have provided more usable green spaces to address existing deficiencies, better frontages onto main roads, and improved connections to green spaces and key destinations. More efficient use will have been made of existing social infrastructure while leveraging opportunities to re-use and/or redevelop redundant social infrastructure to best address local needs.

Seven Sisters Station will be fully accessible (step-free), with station public realm and wayfinding improvements creating a much more welcoming arrival point into Tottenham and on a key route to the Tottenham Hotspur Stadium. New and improved crossings will make it easier and safer to get across major roads. A clear legacy will have been secured from Tottenham's role in hosting the 2028 European Football Championships.

Pedestrians and cyclists will have been prioritised over vehicles, with major interventions aimed at tackling the impact of the High Road. A network of healthy streets, active squares, and green spaces will connect neighbourhoods, supporting

local parades like Broad Lane and providing spaces for community gatherings and events.

Policy SSN1: Seven Sisters and South Tottenham Neighbourhood

A. The Council will support development proposals which contribute to the Seven Sisters and South Tottenham Vision and the aspirations set out in Shaping Tottenham.

B. The Seven Sisters & South Tottenham neighbourhood will deliver at least 1,300 new homes (net) over the plan period and a significant uplift in jobs.

C. Development proposals should contribute positively to the delivery of the following Placemaking Focus Area Strategies and support their strategic placemaking objectives. Proposals that would prejudice or undermine these objectives will not be supported.

Transform/Enhance
Seven Sisters and St Ann's Corridor
Enhance
Seven Sisters District Centre
Tottenham Green
Broad Lane, Page Green Terrace and Rangemoor Industrial Estate
South Tottenham
West Green Road (east)

Tables and Figures 52. xxxxxxxx

D. Development in the Seven Sisters/ West Green Road District Centre should build on its strengths, while broadening its offer to cement its position as a regional destination and a vibrant cultural gateway to Tottenham. To achieve this:

(1) A wider and more extensive range of active town centre uses will be sought including new evening and night-time economy uses which build on the centre's accessibility and existing food and beverage offer.

(2) Seven Sisters Market will be retained and enhanced.

(3) Proposals for the amalgamation of individual shopfronts will be resisted to conserve the historic streetscape rhythm and encourage the retention of smaller units to support opportunities for independent traders.

(4) Small floor plate commercial units will be sought near Seven Sisters Station to create activity, vibrancy and security and provide space for independent traders.

E. The rich built heritage of the neighbourhood should be conserved, enhanced and celebrated. To achieve this, proposals should:

(1) strengthen the sense of enclosure along its key corridors and protect and enhance the views and vistas of townscapes and landmarks offered throughout the neighbourhood.

(2) conserve and enhance the homogenous and coherent character of its urban terraces

(3) retain, store, and reinstate the locally distinctive features of historic shopfronts and facades.

F. Development proposals should protect, enhance and optimise designated employment land, supporting business growth and job creation. Development should support the economic role, objectives and priorities identified for each Placemaking Focus Area, including through:

(1) capitalising on opportunities arising from Seven Sisters and South Tottenham's excellent transport connections and its position within the Innovation Corridor, Creative Enterprise Zone and Tottenham Strategic Economic Area;

(2) improving the integration of employment areas with surrounding residential neighbourhoods;

(3) increasing access to employment, training and skills opportunities for local communities;

(4) enabling a diversification of uses where appropriate and provided for in the Local Plan.

G. Proposals should take a holistic approach to the development, activation and enhancement of Tottenham Green Cultural Quarter as the civic heart of Tottenham.

H. To tackle overcrowding and provide for additional habitable accommodation for large families, the Council will support proposals for large family homes and house extensions in South Tottenham which accord with the House Extensions in South Tottenham Supplementary Planning Document or any future design codes the Council brings forward relating to such development.

I. Development proposals should deliver and contribute to strategic improvements in connectivity for pedestrians, cyclists and public transport users, where appropriate. These include:

(1) addressing the severance caused by the car-dominated environment of the High Road and Seven Sisters Road and by the many railways in the neighbourhood

(2) working with Transport for London (TfL) to establish Seven Sisters Station as a welcoming and attractive gateway into Tottenham, addressing congestion and providing inclusive, step-free access.

(3) enhancing the quality of the public realm and supporting management of large crowds on event days at the Tottenham Hotspur Stadium and elsewhere.

(4) new and enhanced cycle infrastructure, building on investment in Cycle Superhighway 1.

(5) improving access to the River Lea towpath

J. Proposals should contribute to a more prominent, safe and activated public realm, and enhancement of the area's biodiversity and green and blue infrastructure. This includes:

(1) enhancing the functionality, accessibility, and overall user experience of the existing public realm.

(2) conserving and enhancing the heritage and cultural value of Tottenham Green, while supporting its continued public use and appreciation.

(3) maintaining and enhancing the character of the neighbourhood's major roads as tree-lined corridors while taking opportunities to enhance greenery and address air pollution

(4) addressing deficiencies in access to public open space by taking opportunities to creating new pocket parks

(5) supporting measures which improve feelings of safety, particularly along the High Road corridor and outside Seven Sisters Station.

K. Proposals should protect and seek to enhance the Moselle Brook, Stonebridge Brook and Lee Navigation, including exploring opportunities for deculverting, aligned with Policy G8.

Supporting Text

Placemaking Strategy

3.17 Seven Sisters will experience moderate to high change over the next 15 years, particularly along key road corridors. Short, medium, and long-term development and placemaking initiatives within and around Seven Sisters District Centre, will be crucial

in helping to stitch together the varied urban environments within the neighbourhood to create a strong sense of place.

3.18 This chapter sets out a clear and ambitious vision for the future of Seven Sisters. It should be read together with Shaping Tottenham, which articulates how the Council will work with its partners to deliver this vision.

Seven Sisters/ West Green Road District Centre

3.19 To complement the existing strong convenience retail offer and support a more vibrant town centre, the Council will seek to secure a greater range uses, including comparison retailer, culture, leisure, and evening and night-time economy uses.

3.20 The return of a permanent Seven Sisters Market in this area is important to delivering the needs and aspirations of the borough's existing communities, particularly residents from a range of Latin American backgrounds, and ensuring that the existing multicultural strengths of the area are sustained in the future.

3.21 Development within the District Centre should allow for the retention of existing independent businesses while providing additional space to attract new independent businesses. Proposals for refreshing and restoring the shopping frontages are supported, as is retention of the generally small floorplate shops.

3.22 There is an opportunity for the District Centre to attract visitors travelling to and from the North Tottenham Cultural Quarter and Tottenham Hotspur Stadium. The Stadium's hosting of the European Football Championships should provide a powerful legacy for the whole of Tottenham including in Seven Sisters.

3.23 The centre has an excellent multi-cultural food offer with a specialism in Latin food, which is part of its regional appeal as a destination. The Council will support proposals which build on this local strength.

Character and heritage

3.24 Seven Sisters has a wealth of heritage assets which contribute positively to the area. Key listed assets include the grand civic buildings in Tottenham Green and local landmarks like St Ignatius Church and St Ann's Church. Non-designated assets include the West Green Road shops within the District Centre, and the characterful industrial buildings that front Seven Sisters Road within Gourley Triangle.

3.25 The Council will work positively with landowners and applicants to sustain and enhance the special character of the Clyde Circus Conservation Area to remove its Heritage at Risk status.

Industrial and employment land

3.26 Seven Sisters and South Tottenham are strategically located within the UK Innovation Corridor and the Lee Valley Opportunity Area. The Council will continue to work collaboratively with key stakeholders, including through the Tri-Borough Partnership

(comprised of Haringey, Enfield and Waltham Forest) to a 'Productive Lee Valley' to support industry-led growth, local production and enterprise in the Upper Lee Valley.

3.27 Many of the buildings within the neighbourhood's designated and undesignated employment land are low-density, in poor condition, and do not contribute positively to the streetscape. Industrial intensification and, where appropriate, mixed-use development present opportunities to deliver high-quality employment floorspace, create more local jobs, and support the growth of the creative industries sector, including through the provision of affordable creative workspace.

3.28 Development should follow a coordinated or masterplanned approach to optimise outcomes and strengthen existing creative industry clusters within the neighbourhood and their connections with nearby clusters—namely the Harringay Warehouse Living District to the west and Markfield and Fountayne Roads to the east.

Tottenham Green Cultural Quarter

3.29 Tottenham Green boasts a rich array of cultural and community facilities and there are opportunities for these to maximise their collective impact. There is a significant opportunity to strengthen the area's identity as a cultural ecosystem through future development and placemaking interventions in line with Policy SSN2.

House Extensions in South Tottenham

3.30 The Council recognises that many families in South Tottenham have much larger family sizes than average and has therefore adopted a House Extensions in South Tottenham Supplementary Planning Document (SPD) to support residents to deliver additional habitable accommodation while at the same time ensuring extensions are high-quality and do not adversely affect the character of the area. Upon adoption of the New Local Plan, the Council will review the existing SPD to ensure that it is still fit for purpose including the three standard types of house extension and the boundary which the SPD relates to. As part of this, the Council will engage local communities and consider options for a potential replacement design code.

Connectivity

3.31 The full potential of the neighbourhood's connectivity has not yet been realised. Heavily trafficked roads and railway lines create physical and perceptual severance, limiting safe and convenient movement for pedestrians and cyclists. The street network is often confusing, with poor wayfinding and fragmented connections between key destinations.

3.32 These issues hinder access between important local destinations, including the Tottenham Cultural Quarter, Seven Sisters Station, and the creative industry clusters at Gourley Triangle and Rangemoor Road industrial estate. As a result, the neighbourhood can feel disjointed and difficult to navigate, despite its transport advantages.

3.33 Development and placemaking interventions present a significant opportunity to rebalance road space in favour of a safer, more inclusive, and sustainable transport system. Proposals should improve walking and cycling infrastructure, particularly across major roads, to reduce severance and enhance safety.

3.34 Developments should strengthen wayfinding and legibility, enabling intuitive movement between key destinations, fostering a more coherent and connected walking and cycling network, and securing strategic connections including between Tottenham Green and the District Centre, and from the High Road through to Markfield Park and Lee Valley Regional Park.

3.35 A key opportunity lies in working with Transport for London to transform Seven Sisters Station into a welcoming and attractive gateway. The station currently experiences overcrowding during peak hours and event days, and lacks inclusive, step-free access. Development should support short and medium-term improvements to the station environment, while safeguarding the long-term potential of Crossrail 2 for more transformational placemaking.

Public Realm

3.36 Seven Sisters benefits from a varied public realm, comprising open spaces, streets, and civic areas that while modest in scale hold significant potential to become more vibrant, better connected, and well-used parts of the neighbourhood. Spaces such as Tottenham Green, the Tropical Garden on West Green Road, and Brunswick Park are all very different in character but offer unique opportunities to enhance local identity, civic life, and wellbeing.

3.37 In some areas, the public realm is constrained by poor spatial relationships with surrounding built form, which can limit visibility, accessibility, and perceptions of safety. Rear-facing boundaries and inactive frontages reduce natural surveillance and weaken the connection between buildings and public spaces. Development and placemaking interventions offer a valuable opportunity to address these challenges. Minor enhancements—such as improved lighting, more active uses, and better wayfinding—can significantly improve how spaces are experienced and navigated. More substantial interventions, including reconfiguring public realm layouts, activating underused edges, and introducing sensitive infill development, can help create a more coherent, welcoming, and inclusive public realm that better supports community life and responds to the area's evolving needs.

Green and Blue spaces

3.38 The Council will support proposals which enhance and expand areas of ecological value and improve access to nature. This includes strategic connections to the Lee Valley Regional Park.

3.39 The Council will also seek to maintain and enhance the character of the neighbourhood’s main roads—including Tottenham High Road, Seven Sisters Road, and Broad Lane—as tree-lined corridors that contribute positively to its character,

including that of its conservation areas. Preserving and introducing green infrastructure along these routes will help improve environmental quality and support healthier streetscapes.

3.40 These corridors are currently affected by poor air quality, with two Air Quality Focus Areas identified around high-traffic roads. Greening interventions can play a vital role in mitigating air as well as noise pollution.

Policy SSN2: Tottenham Green Cultural Quarter

A. The Tottenham Green Cultural Quarter will be enhanced holistically as the civic heart of Tottenham. To achieve this, development proposals within it should:

B. Conserve the special interest of its listed buildings and their setting.

C. Help sustain existing community and cultural uses and improve access to them.

D. Deliver new and enhanced community and cultural uses, and uses that are cultural contributors, such as restaurants, bars and cafes.

E. Enhance Tottenham Green itself and the wider public realm network with opportunities maximised for outdoor events and activities.

Supporting Text

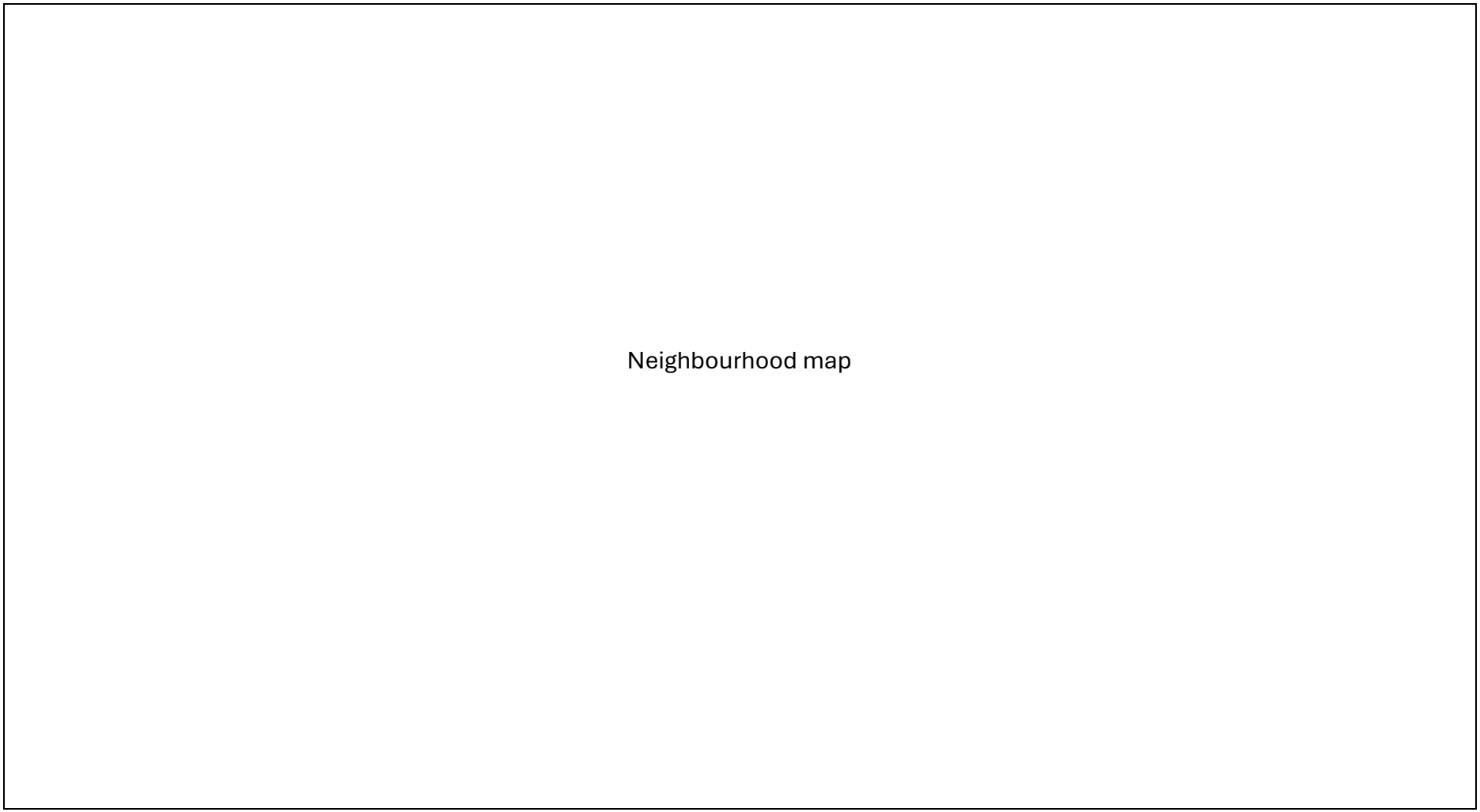
Placemaking Strategy

3.41 Tottenham Green boasts a rich array of cultural and community facilities, including the Bernie Grant Arts Centre, Marcus Garvey Library, Tottenham Green Leisure Centre and Capital City College, and there are opportunities for these to maximise their collective impact. There is a significant opportunity to strengthen the area's identity as a cultural ecosystem through future development and placemaking interventions. A coordinated approach achieved through collaborative working between the Council and local cultural and community groups and institutions will be essential to unlocking this potential.

3.42 The historic environment is a defining feature of the Cultural Quarter's character and appeal. Development proposals should seek to better reveal and activate these heritage assets, celebrating the area's long and diverse history. Enhancing public understanding and appreciation of Tottenham Green's historic significance will help reinforce its role as a cultural destination.

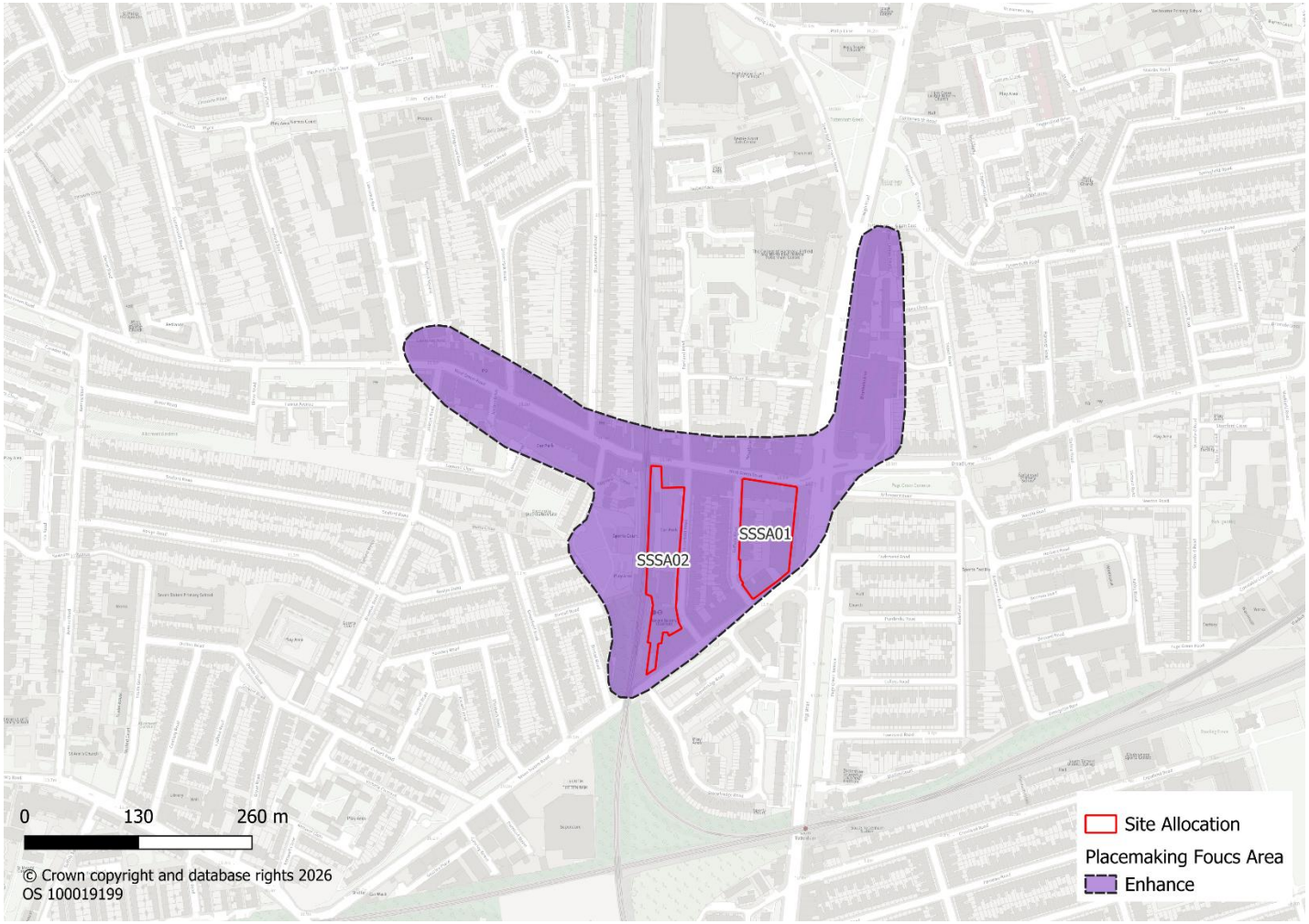
3.43 A strategic approach to the development and use of the public realm is vital to the success of the Cultural Quarter. Tottenham Green, as the principal open space along the Tottenham High Road Corridor, should be transformed into a safer, more inclusive, and well-used space that reflects and supports Tottenham's diverse and creative communities. Tottenham Green should be better connected to the spaces behind Town Hall Approach Road, including spaces between cultural and community assets. These underused and often disjointed areas have the potential to support more social and cultural activity and strengthen links to the Cultural Quarter.

Placemaking Strategies + Site Allocations



Tables and Figures 53. Map of Placemaking Focus Areas in XXXXXX

SS PFA1: Seven Sisters District Centre



Tables and Figures 54. Map of Placemaking Focus Area XXXXX

Strategy

3.44 The Seven Sisters and West Green Road District Centre will be strengthened as the southern gateway to the Tottenham Cultural Corridor. With diverse communities, independent businesses and rich cultural heritage, it will build on its role as a major transport hub and become a vibrant and welcoming destination. Anchored by a permanent Seven Sisters Market and community hub at Wards Corner it role will be reinforced as a focal point for Latin American communities and a centre for culture, community and enterprise. Its excellent connectivity and local offer will help attract visitors from across London and beyond, including those travelling to and from the North Tottenham Cultural Quarter and major events at Tottenham Hotspur Stadium.

3.45 The future delivery of Crossrail 2 has the potential to support transformational change within the District Centre. Given uncertainty around its delivery, meanwhile and temporary uses will play an important role in maintaining activity, vitality and investment within the centre while safeguarding opportunities for longer-term development.

3.46 This strategy will be implemented through adherence to Policy SSN1-2, the site allocations outlined below, and the following initiatives.

- Pursuing a joined-up approach to the enhancement of Seven Sisters District Centre, so that it looks and functions more like a coherent, traditional town centre and relates positively to its surrounding context on both sides of the High Road.
- Delivering a new vision for Wards Corner, which celebrates the rich heritage of the site. This will require working with residents, businesses and partners to bring forward a permanent market with the community at heart.
- Delivering a better visitor experience with Seven Sisters Station a key arrival point into Tottenham. This includes improving the public realm, providing wayfinding, and enhancing the visitor offer such as cafes, restaurants, bars and music venues.
- Safeguarding Crossrail 2 land while encouraging meanwhile and temporary activities that positively activate the town centre.
- Supporting a wider range of town centre uses in accordance with Policy SSN1.
- Conserving, enhancing and celebrating the historic environment and the unique character of the West Green Road shops through:
    - Targeted building and shop front/signage improvements consistent with the enhancement of the character, heritage and townscape attributes of the area alongside new development.

    - Ensuring proposals respond positively to the wider setting of the Tottenham High Road Historic Corridor and opportunities to consolidate and enhance views into the corridor and improve the function of this area as a gateway into the corridor.
    - Bringing heritage assets such as Wards Corner and the old Barclay's Bank into more active use.

- Pursuing a co-ordinated approach to the creation of a high-quality public realm. Proposals and placemaking interventions should:
    - Complement the historic environment and celebrate the cultural diversity and history of the area.
    - Provide safe and well managed public spaces that encourage people to relax, eat, and socialise rather than just pass through.
    - Address anti-social behaviour through positive activation and stewardship of space.
    - Take opportunities to introduce greenery into the centre and minimise noise and air pollution.
    - Improve access to and community use of Brunswick Park, alongside ecological enhancements, as one of the few nearby open spaces in the area.
- Improving ease of movement to, from and within the area and the accessibility of transport infrastructure. This includes:
    - Decluttering the public realm
    - Taking opportunities to extend narrow pavements.
    - Working with Transport for London to make Seven Sisters Station step-free.
    - Providing more and better quality public cycle parking
    - Improving walking and cycling movements across busy surrounding streets: the High Road, West Green Road, Broad Lane and Seven Sisters Road.
    - Improving the relationship between different modes of transport, particularly cycling and pedestrian movements.
    - Advocating for improvements to the station entrances and the public transport experience.

Site Allocations

SS SA01: Wards Corner



Tables and Figures 55. Xxx

Site Information	Details
Address	Wards Corner Site, High Road, London N15
Area [ha]	0.71
PTAL	6a-6b
Planning designations and constraints	Article 4 - HMOs Opportunity Area PFA Enhance Area Creative Enterprise Zone (CEZ) Partially in a District Centre Partially in a Primary Shopping Area Partially in a Conservation Area Archaeological Priority Area (APA) - Tier 2 Locally Listed Buildings Partially in Risk of Surface Water Flooding Area - Medium
Relevant permissions	HGY/2023/0075 (temporary outdoor food and retail market)

Indicative capacities	6400sqm (gross) town centre uses 200sqm (gross) community space
Phasing	2028-2037
Ownership	Public and Private

Tables and Figures 56. Xxx

A. Proposal

Wards Corner will be revitalised to support its role as vibrant heart of the town centre, anchored by a permanent market, community space, and affordable retail that supports independent businesses, and a diverse mix of town centre uses, in keeping with the Wards Corner Community Plan. Development will restore and celebrate the site's heritage, enhancing its role as a gateway into Tottenham and providing a focal point for the Latin community. A high-quality public realm will enable a wide range of activities, including meanwhile uses, providing welcoming and inclusive spaces locals and visitors alike.

B. Masterplanning, engagement and delivery

The allocation should be brought forward in a coordinated manner. Development proposals should demonstrate how they contribute to the delivery of the wider allocation, including supporting infrastructure, public realm, movement improvements and placemaking objectives identified in this allocation.

All development proposals should be in keeping with the principles of the approved Wards Corner Community Plan, or any subsequent approved update of the plan.

Early engagement with Transport for London is required to optimise the contribution of the site to the adjacent public realm and connections to Seven Sisters Station. Consideration will need to be given to the safeguarding requirements and future implications of Crossrail 2.

Comprehensive and collaborative engagement will be required with local community groups and businesses given the site's prominent location and high community value.

Development should:

- Be flexible and phased, accommodating both meanwhile and long-term uses, while safeguarding future infrastructure.
- Ensure that this site delivers a high quality and coordinated development appropriate for the location which is a key gateway into Tottenham and maximises placemaking benefits for the area.
- Ensure the reprovision of the existing market on site and include a temporary home for the market while the proposal is being built out.
- Include a meanwhile use strategy for the continued activation of the site as the heart of the town centre throughout the development process.

C. Land uses and activities

Existing land uses: Retail, residential

Acceptable land uses: Retail/town centre, community, cultural, office/workspace and residential uses

Proposals must deliver a permanent market comprising a range of small to medium-sized affordable retail units suitable for independent traders.

Proposals should:

- Provide community space that supports the site's role and function as a community hub.
- Provide a mix of retail, cultural, community and office/workspace uses to strengthen the vitality and viability of the town centre and support local employment.
- Provide active ground-floor uses along the West Green Road, Tottenham High Road and Seven Sisters Road frontages to animate the street and create a vibrant public realm.
- Deliver meanwhile uses that activate the site and support local enterprise, including pop-ups, events, creative programming and other temporary uses.

Residential uses may be provided on upper floors as part of a mixed-use redevelopment.

D. Built form, character and heritage

The site is within the Seven Sisters/ Page Green Conservation Area and any development should enhance its setting and appearance. The locally listed former Wards department store should be restored and enhanced to create a strong sense of place and signal entry into the historic High Road.

The strong sense of enclosure, rhythm and character along West Green Road should be conserved and enhanced.

E. Movement and public realm

Development must ensure a high-quality public realm is secured on all frontages and that it is designed appropriately to demarcate an important arrival point into Tottenham. The public realm should provide spaces that encourage people to dwell and socialise, facilitate easier movement and access to nearby transport infrastructure, and engage positively with nearby uses, drawing people into the Seven Sisters Market.

The site is on the route of Cycle Superhighway 1, and public cycle parking should be provided as part of any scheme.

F. Environment and sustainability

Proposals should implement and/or contribute to improvements in local air quality and noise pollution and optimise the provision of green infrastructure.

Engagement will be necessary with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

The site's high heat risk should be through the provision of urban cooling measures.

SS SA02: Seven Sisters Station and Westerfield Carpark



Tables and Figures 57. Xxx

Site Information	Details
Address	Land and buildings west of Westerfield Road, London N15 5LD
Area [ha]	0.66
PTAL	6a
Planning designations and constraints	Article 4 - HMOs Opportunity Area PFA Enhance Area Partially in a District Centre Creative Enterprise Zone (CEZ) Partially in Crossrail2 - Area of Surface Interest and Safeguarding Limits Partially in Ecological Corridor Partially in Flood Zone 2 Partially in Risk of Surface Water Flooding Area - Medium & High Partially in a Critical Drainage Area Partially in a Source Protection Zone (SPZ) - SPZ2 Outer

	Adjacent to Locally Listed Buildings
Relevant permissions	None
Indicative capacities	Temporary uses: 2,000 sqm town centre and employment uses
Phasing	2028-2042
Ownership	Public

Tables and Figures 58. Xxx

A. Proposal

Pending comprehensive redevelopment, including the potential future redevelopment of the station, the site should accommodate a range of meanwhile uses that activate the site and support local enterprise, including affordable workspace, retail, food and drink, cultural and community uses, events, performance spaces and greening initiatives. These uses should establish a vibrant destination and contribute to the regeneration of the wider area.

The site previously had permission for its temporary use for up to 7 years for the installation of modified shipping containers to provide mixed use workspace, retail, bar / food, events, performances and green spaces.

B. Masterplanning, engagement and delivery

The allocation should be delivered through a coordinated approach that creates a high-quality and coherent place, reinforces its role as a gateway into Tottenham, and maximises benefits for the surrounding area.

Early engagement with Transport for London and Network Rail will be required to optimise the contribution of the site to the adjacent public realm and connections to Seven Sisters Station. Consideration will need to be given to the safeguarding requirements and future implications of Crossrail 2.

C. Land uses and activities

Existing land uses: Office/workspace, transport infrastructure (Seven Sisters Overground/ Underground and Westerfield Car Park), and surface level car parking

Acceptable land uses: retail/town centre, office/workspace, transport infrastructure, and residential

Permanent residential development should be delivered after Crossrail 2 safeguarding issues have been resolved and should occur as part of comprehensive mixed-use redevelopment of the site. Prior to this, delivery of meanwhile uses, such as temporary accommodation, could be acceptable, provided proposals comply with other policy requirements and support site activation and contribute to the allocation's vision and objectives.

Development should provide active ground-floor uses, with retail/town centre uses concentrated at the northern and southern ends of Westerfield Road to support activity around the Town Centre. Office/workspace will be supported, with priority given to creative workspace.

Meanwhile uses, including pop-ups, and other temporary activations, will be supported, particularly within and around the railway arches, to create a vibrant

destination, support local enterprise and activate the site ahead of comprehensive redevelopment.

D. Built form, character and heritage

An active frontage onto Seven Sisters Road should be created w.

Development must respond sensitively to the surrounding context, particularly the residential character of Westerfield Road and locally listed buildings on Seven Sisters Road.

The site is in an area where mid-rise buildings are appropriate, when brought forward as part of comprehensive long-term redevelopment. In general, massing should be carefully articulated to reduce visual impact and maintain a human scale. Taller elements may be considered where they mark key corners or improve legibility, provided they are justified through townscape analysis.

Proposals must demonstrate high architectural quality, using materials, detailing, and colour palettes that reflect and enhance the local character. The design should support a distinct identity for the site while integrating with the wider town centre

Development should explore opportunities to reuse and activate the railway arches for community, cultural, or commercial uses that enhance permeability and vibrancy.

E. Movement and public realm

A high-quality, inclusive, and welcoming public realm must be delivered as part of the site's development.

Landscaping, lighting, and layout should promote safety, permeability, and community interaction.

Where appropriate to the location and scale of development, proposals should contribute to addressing overcrowding at Seven Sisters Station and improving inclusive access, including step-free access. Development should also seek to deliver enhanced access to Seven Sisters station and across the railway line where feasible and deliverable.

A transport assessment must be provided to demonstrate that the loss of car parking will not have unacceptable impacts, with consideration given to inclusive access to the District Centre.

Part of the site is located over the path of the Victoria Underground Line.

F. Environment and sustainability

Existing mature trees should be retained and integrated into the design.

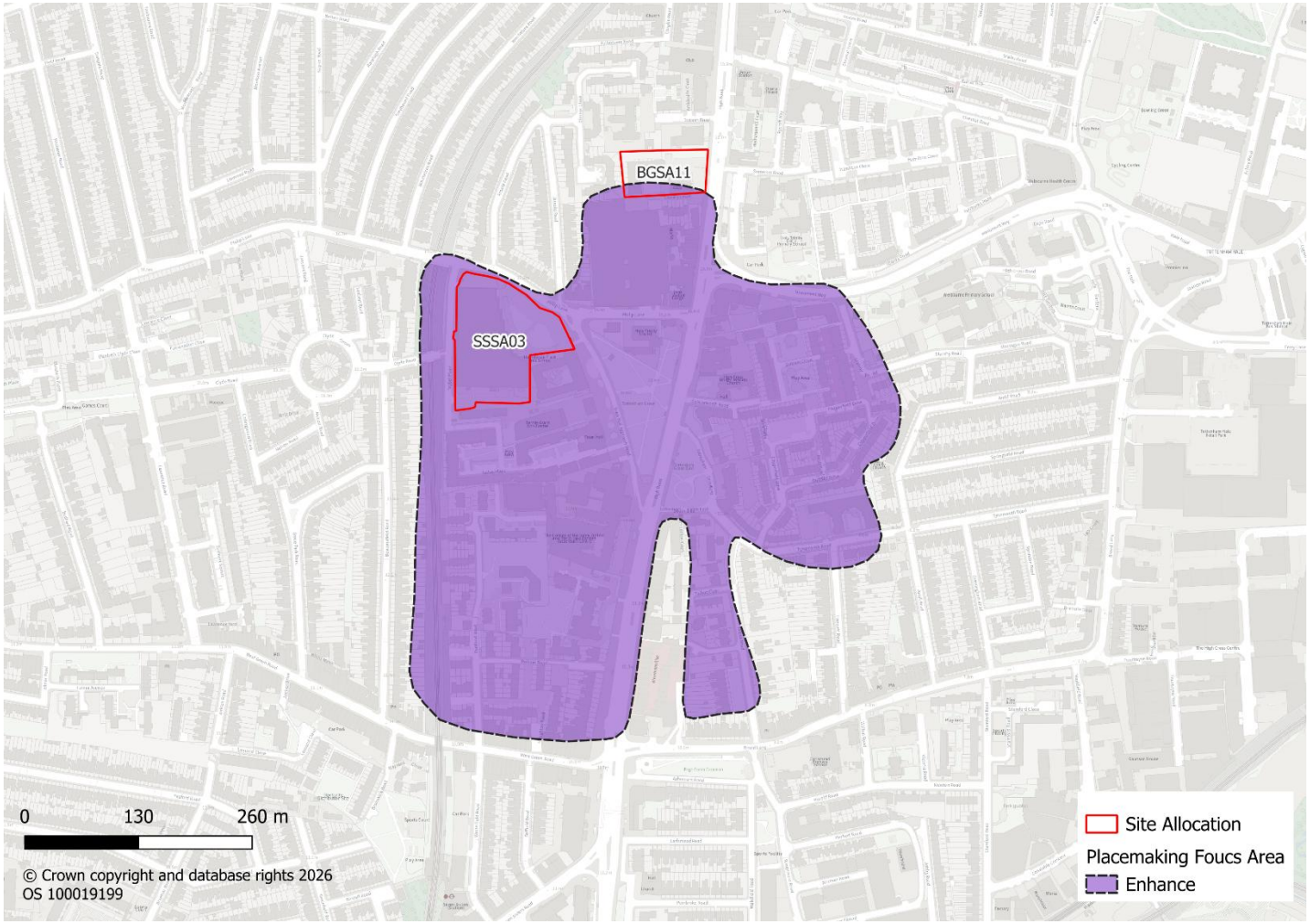
Proposals should pursue opportunities to create green corridors that link with existing open spaces, including Brunswick Park and the railway embankments, to support ecological connectivity.

Engagement is required with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

The site's high heat risk should be address through the provision of urban cooling measures.

The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

SS PFA2: Tottenham Green



Tables and Figures 59. Map of Placemaking Focus Area XXXXX

Strategy

3.73 Tottenham Green will be enhanced as a cohesive and vibrant Cultural Quarter, rooted in its identity as the civic heart of Tottenham. The area's cultural strengths, including its grand historic buildings, educational institutions, community and leisure facilities, and creative industries will be brought together through coordinated placemaking. A renewed focus on collaboration between cultural institutions and the Council will help unlock the full potential of the area, creating a dynamic and inclusive destination that reflects the diversity and creativity of Tottenham's communities.

3.74 Public realm improvements will play a central role in connecting its assets, enhancing accessibility, enabling and encouraging more cultural activities, and complementing the indoor cultural activities. Tottenham Green itself will be activated with a wider range of cultural and community activities, including more markets, festivals, and youth programming, creating a safer environment and reinforcing its role as the historic and social centre of the area. Heritage buildings will be restored and celebrated, and underused sites reimagined to support creative workspaces and community uses. Together, these interventions will create a welcoming, well-connected, and culturally rich environment that strengthens local identity, creative innovation and supports long-term social and economic vitality.

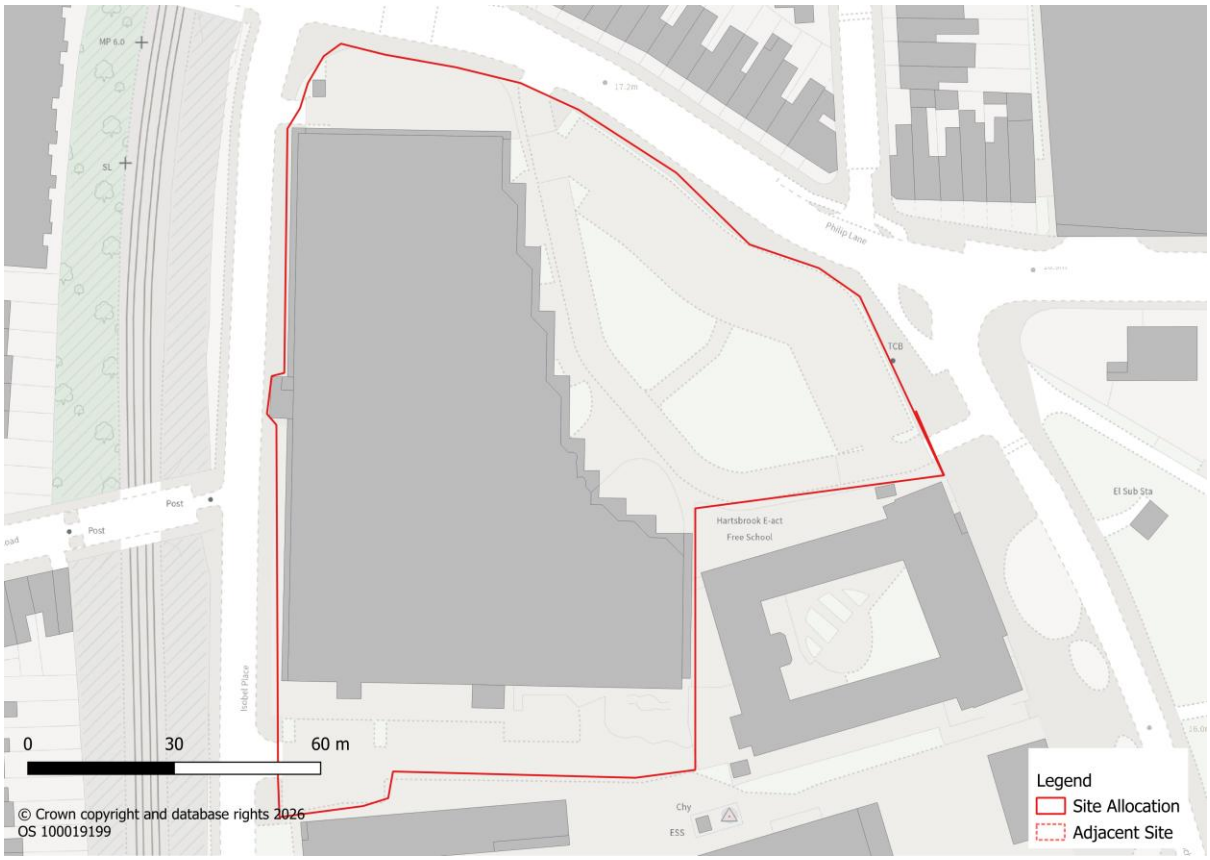
3.75 This strategy will be implemented through adherence to Policies SSN1 and SSN2, the site allocation outlined below, and the following initiatives.

- Supporting the Tottenham Green Cultural Quarter as the civic heart of Tottenham, and to provide a wide-ranging offer including the Tottenham Green Market area, restaurants, cafes, workspaces, community and cultural consumption venues that complement the historic and civic function of the Green.
- Developing the area as a hub of innovation and enterprise, leveraging the presence of several educational institutions, including the Capital City College (Tottenham Centre) and the successful SME community around the Tottenham Green Enterprise Centre.
- Bringing the old Tottenham Green nursery back into use as creative workspace.
- Improving building frontages, including shopfronts, along the eastern side of the High Road and northern side of Philip Lane.
- Expanding the range of activities provided for on the Green, including more events, markets and infrastructure for children and young people.
- Conserving, enhancing and celebrating the area's heritage assets and their setting. This includes:

    - Redevelopment or retrofit of underused sites that are negative contributors to the special character of the conservation area and its wider setting.
    - Improving public access to and appreciation of buildings, in line with their historical civic function.
- Taking a cohesive and co-ordinated approach to public realm and landscape design, particularly along and behind Town Hall Approach. This should provide a suitable setting for the frontage of listed buildings, and a series of activated and connected public spaces.
- Enhancing pedestrian and cyclist access to Tottenham Green, including safer links between both sides of the Green, improved connections to Clyde Circus and additional public cycle parking infrastructure.
- Enhancing the prominence of the Bernie Grant Arts Centre.
- Taking a strategic approach to wayfinding and place marketing of the area.
- Implementing additional designing out crime measures to address issues around safety and perceptions of safety in the area.
- Consolidating and enhancing views into the High Road and strengthening the sense of character and place:
    - The view along Town Hall Approach Road and from the Green towards the listed buildings
    - The view along the High Road looking towards the High Cross monument.
    - Threshold views at the junction with main Roads such as Philip Lane and Monument Way.
- Taking a strategic approach to the lighting of buildings and public spaces to improve safety, celebrate and enhance the prominence of heritage assets and curate a cohesive night-time aesthetic for the Cultural Quarter

Site Allocations

SS SA03: Tottenham Green Leisure Centre & Marcus Garvey Library



Tables and Figures 60. Xxx

Site Information	Details
Address	1 Philip Lane, N15 4JA
Area [ha]	1.41
PTAL	5-6a
Planning designations and constraints	Article 4 - HMOs Opportunity Area PFA Enhance Area Creative Enterprise Zone (CEZ) Cultural Quarter Adjacent to a Conservation Area Partially in an Archaeological Priority Area (APA) - Tier 2 Source Protection Zone (SPZ) - SPZ2 Outer
Relevant permissions	None
Indicative capacities	Enhanced leisure and community/library facilities Over 50 homes
Phasing	2033-2042

Ownership	Public

Tables and Figures 61. Xxx

A. Proposal

The Tottenham Green Leisure Centre and Marcus Garvey Library are highly valued community assets, servicing the needs of the local community, and comprising a key part of the Tottenham Green Cultural Quarter. The Council will maintain and enhance the facilities and services provided on the site to meet current and future local needs.

There are a range of options to enhance provision on the site, including retrofit, refurbishment and infill (building on surface area car parks).

Any future proposals must be informed by community need, maintain or enhance community and leisure provision, contribute positively to the Cultural Quarter, and be developed through extensive engagement with local communities and stakeholders.

Proposals must provide continued library and leisure services throughout any transition, development or delivery period.

Future development has potential to deliver a range of additional public benefits. These include: new and enhanced community, cultural, sports and recreation facilities, public realm improvements, new walking and cycling connections, an improved relationship with nearby heritage assets, new homes, a stronger contribution to the wider Cultural Quarter, creation of a higher-quality and more prominent and inclusive community hub that better meets the needs of existing and future residents.

B. Masterplanning, engagement and delivery

Development proposals must be supported by a masterplan prepared in accordance with Policy D8.

The masterplan should:

- Set out a long-term vision for the site as a focus for leisure, sport and recreation, community and cultural activity, demonstrating how the preferred approach will secure the continued provision and enhancement of these uses and deliver conservation and landscape-led development that responds positively to the site's location within the Tottenham Green Cultural Quarter and its role as a community hub.
- Demonstrate how leisure, sport and recreation, community and cultural facilities will be protected, enhanced, modernised or re-provided to an equivalent or improved standard, including arrangements to maintain continuity of provision during any phased works.
- Provide for a legible, welcoming and interconnected public realm network that supports gathering, community and cultural events, informal recreation and opportunities for social integration that complement indoor community, cultural and recreation activities and reinforces the area's role as a Cultural Quarter and community hub.

- Deliver a landscape-led approach that provides a significant net increase in green infrastructure, strengthens connections to Tottenham Green and the wider green infrastructure network, and enhances the setting of heritage assets.
- Demonstrate how any residential or other complementary uses support the delivery, viability and enhancement of leisure, recreation, community and cultural infrastructure, and contribute to a vibrant and active civic destination.

Development proposals must be supported by a comprehensive and meaningful programme of engagement with local communities and stakeholders. Engagement should accord with the Council's Placemaking Approach and the principles of the Haringey Deal and demonstrate how feedback has informed the design and delivery of development.

C. Land uses and activities

Existing land uses: sport and recreation (including Tottenham Green Leisure Centre), community (including the Marcus Garvey Library), culture, office/workspace and surface level car parking

Acceptable land uses: sport and recreation, community, culture, office/workspace and residential uses

Development proposals must retain or re-provide existing community, cultural, and sport and recreation uses in accordance with Policy S2.

Community, sport, recreation and cultural uses should be arranged to activate the public realm and, where appropriate, increase their visibility and prominence, fostering social integration and reinforcing the area's role as a Cultural Quarter and community hub.

Residential uses will be acceptable where they support the delivery of new and enhanced social infrastructure and contribute to meeting housing needs.

Ancillary cultural and community-focused uses, such as a community café, may be supported where they support social integration and reinforce the site's role as a community hub.

D. Built form, character and heritage

Development should:

- Respect and enhance the setting of the adjacent conservation areas and nearby statutory listed buildings, particularly the adjacent Ambitious College (former Tottenham County School), ensuring new development responds positively to local heritage assets.
- Reinforce and extend the established building line along Tottenham Green to create a coherent and dignified street frontage. This may be achieved through redevelopment or infill development on the car park.

- Promote high-quality architecture that reflects the civic and historic importance of the site and its context and contributes positively to the townscape.
- Ensure scale and massing are sensitive to surrounding heritage and residential context, with opportunities for landmark elements that aid legibility and placemaking, particularly along Philip Lane
- Respect historic views and townscape features, ensuring new development responds to the area's architectural rhythm, materials, and detailing.
- Building heights should be in keeping with the civic buildings along Town Hall Approach Road, with care taken not to detract or dominate.
- There are opportunities to redevelop the existing car park in part of whole, subject to a transport assessment and appropriate mitigations. This should improve the street frontage and reinforce the established building line to the south, contributing to a more active and welcoming edge to Tottenham Green.

E. Movement and public realm

Development should enhance connectivity by creating new pedestrian and cycle routes through the site, linking Tottenham Green to Clyde Circus, and providing more connectivity to and behind Town Hall Approach, connecting Tottenham Leisure Centre to the Bernie Grant Arts Centre, Tottenham Enterprise Centre, and Isobel Place.

Any redevelopment on the car park must mitigate impacts on inclusive access to community and sport and recreation services.

Development should deliver a series of high-quality public spaces along the street frontage and within the site, supporting informal gathering, cultural activity, and improved permeability.

Proposals should prioritise active travel through improved infrastructure, including cycle parking, widened pavements, and legible wayfinding.

Active should frontages along key pedestrian routes, particularly Town Hall Approach Road, Philip Lane, Clyde Road, and key internal routes, ensuring buildings overlook these spaces to enhance natural surveillance, encourage street-level activity, and improve perceptions of safety.

F. Environment and sustainability

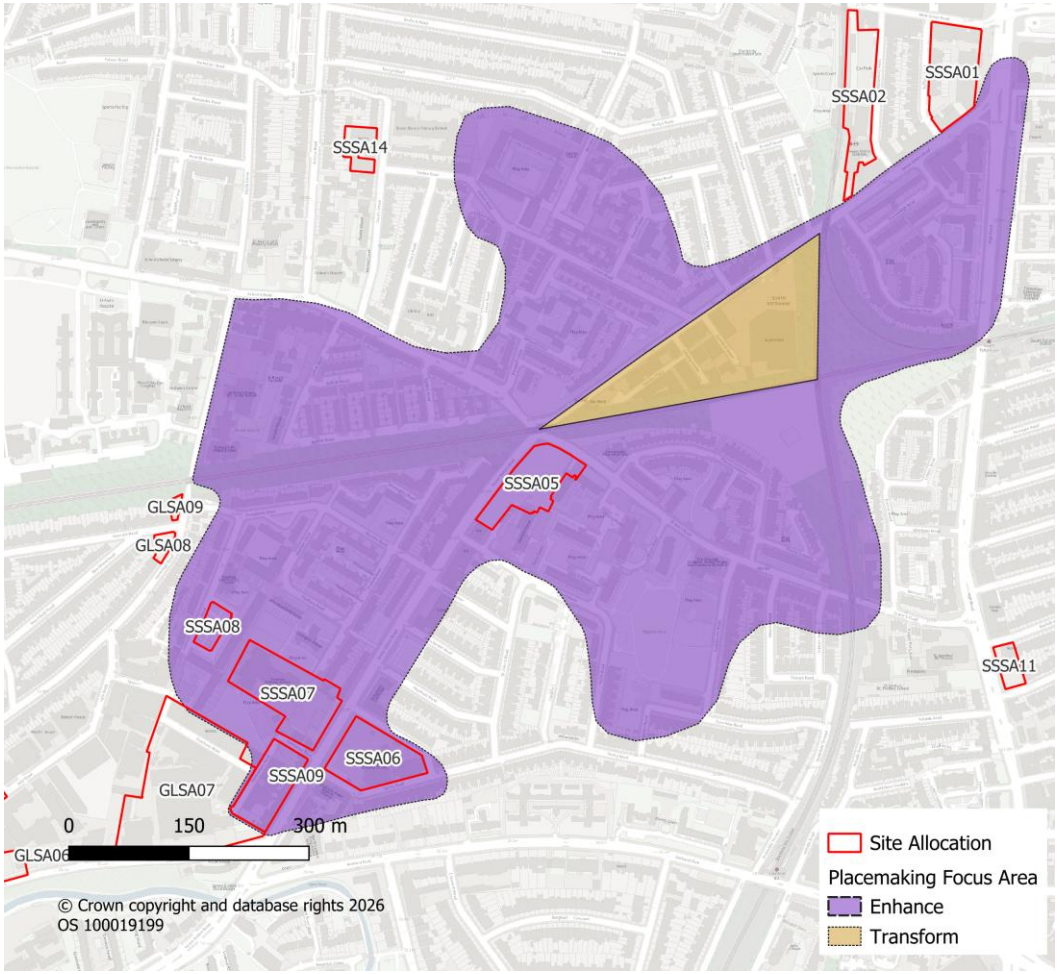
A comprehensive network of green infrastructure should be delivered that provides a net increase in green space, enhances biodiversity, and connects the ecological corridor along the railway line with Tottenham Green.

The existing line of mature trees along Town Hall Approach and Philip Lane should be retained and protected, recognising their contribution to the site's landscape character, biodiversity, urban cooling and the setting of the conservation area.

The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

It should be demonstrated that adequate water infrastructure capacity is available to support any development. Where appropriate, this should be informed by modelling of potential impacts on the water network and early engagement with Thames Water, including consideration of any capacity constraints at the sewage treatment works.

SS PFA3: Seven Sisters and St Ann's Corridors



Tables and Figures 62. Map of Placemaking Focus Area XXX

Strategy

3.87 The Seven Sisters and St Ann's Corridors will be enhanced and transformed into a more intensive, active and connected mixed-use urban environment. Development will deliver a diverse mix of homes, community facilities, creative workspace and employment uses within a more intensive, active and connected mixed-use corridor, strengthening the area's role as a place for enterprise, cultural production and community life.The area's role as a hub for creative industries, enterprise and cultural production will be strengthened, building on the established cluster at Gourley Triangle, its proximity to the Harringay Warehouse Living District, and its location within the Tottenham Creative Enterprise Zone.

3.88 Comprehensive redevelopment at Gourley Triangle, together with development on site allocations and other suitable sites across the wider area, will create a more integrated and vibrant place. Investment in public realm, green infrastructure and connectivity will help better connect neighbourhoods, destinations and community assets, supported by a higher quality, more accessible and better connected network of social infrastructure.

3.89 A place-based approach will be taken to the delivery, enhancement and renewal of social infrastructure, improving access to community facilities and supporting opportunities associated with the former Tiverton Primary School and former Stamford Hill Primary School sites to deliver new and improved social infrastructure and, where appropriate, new homes.

3.90 The green character and environmental quality of the Seven Sisters and St Ann's Corridors will be enhanced by retaining and strengthening their role as tree-lined urban boulevards, taking opportunities to improve access to green spaces, deliver new and enhanced publicly accessible open spaces, and increase urban greening throughout the area.

3.91 Development and investment will reduce severance and create a safer, more legible and better connected urban environment by addressing confusing layouts and blocked routes, improving walking, wheeling and cycling infrastructure, delivering safer crossings, and supporting new and enhanced cycle connections.

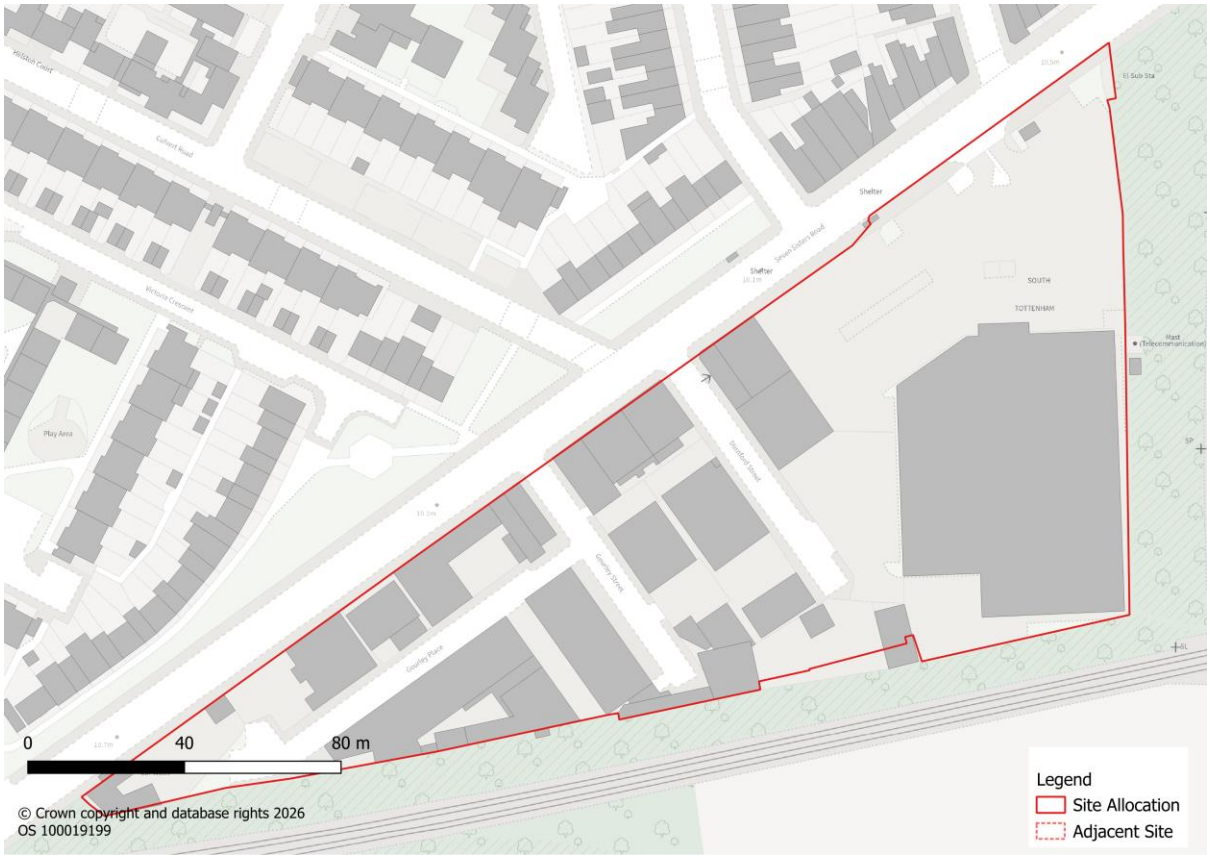
3.92 This strategy will be implemented through adherence to Policy SSN1, the site allocation outlined below, and the following initiatives.

- Improving connections between the Seven Sisters and St Ann's Corridors, the Harringay Warehouse Living District, surrounding neighbourhoods and key destinations.
- Providing a new publicly accessible open space at Gourley Triangle to address local deficiencies in access to open space and support a growing residential population.

- Creating a network of attractive, safe and well-used public spaces, ensuring new and redeveloped buildings positively address streets and open spaces and contribute to active frontages and natural surveillance.
- Improving the quality, use and accessibility of amenity spaces within and around housing estates, supporting community activities, recreation and perceptions of safety.
- Strengthening the legibility, identity and sense of place of the area through enhanced wayfinding, street patterns, landmark buildings and key views.
- Protecting, revealing and enhancing important local landmarks, including the Triangle Centre, the Snail Mural and the locally listed Stamford Hill Telephone Exchange.
- The enhancement and expansion of ecological areas, ecological corridors and other green infrastructure assets.
- Safer crossings and improved walking, wheeling and cycling connectivity, including advocating for and working with Transport for London to deliver improvements at the Seven Sisters Road/St Ann's Road junction and supporting the delivery of new and enhanced cycle infrastructure along Seven Sisters Road.
- Investment in local play, recreation and youth facilities.
- The provision of flexible and affordable creative workspace typologies that support creative industries, cultural production, start-ups and social enterprises.

Site Allocations

SS SA04: Gourley Triangle



Tables and Figures 63. Xxx

Site Information	Details
Address	Land South of Seven Sisters Road extending west of the Mainline Railway and East to the junction of Seven Sisters Road and St. Ann's Road
Area [ha]	2.02
PTAL	4-6a
Planning designations and constraints	Article 4 - HMOs PFA Transform Area Creative Enterprise Zone (CEZ) Creative Industries Cluster (CIC) Potentially Suitable for Tall Buildings Adjacent to an Ecological Corridor Adjacent to a Site of Importance for Nature Conservation (SINC) - Grade 2 Risk of Surface Water Flooding – Medium & High Partially in a Flood Zone 2 and 3 Critical Drainage Area Proximity to a Statutory Main River

	Source Protection Zone (SPZ) - SPZ2 Outer
Relevant permissions	N/A
Indicative capacities	700 homes (net) 8,000-12,000sqm floorspace
Phasing	2033-2042
Ownership	Public and Private

Tables and Figures 64. Xxx

A. Proposal

The site presents a significant opportunity for a coordinated approach to retrofit and redevelopment that supports the continued growth of the creative industry cluster within the Tottenham Creative Enterprise Zone, whilst delivering a substantial number of new homes in an accessible location close to Seven Sisters Station.

It will become a vibrant new residential neighbourhood that integrates living, working, and cultural activity. A new public open space will be created to address local deficiencies and support community wellbeing. The development will establish a distinctive sense of place, rooted in creativity, inclusion, and high-quality design.

B. Masterplanning, engagement and delivery

Development proposals must be supported by a Spatial Framework, prepared in accordance with Policy D8 .

The Spatial Framework should:

- Cover the entire site, ensuring development is brought forward comprehensively to maximise the placemaking opportunity.
- Set out how development, infrastructure and open space provision will be secured and delivered in a phased and flexible manner across land parcels, including those under separate ownership. The strategy should identify the infrastructure required to support each phase of development and the proportionate contribution expected from each land parcel.

Set out how infrastructure needs including open space requirements will be secured and delivered in a phased, with proportionate contributions from the development of each land parcel.

- Include a Meanwhile Use Strategy to maintain site activation during phased delivery. The strategy should identify opportunities for temporary uses that support local enterprise, cultural and community activity, and allow future uses to be tested ahead of permanent development.

There should be early engagement with Network Rail and Transport for London to address impacts on adjacent rail infrastructure, and the opportunity to create a cycle lane along Seven Sisters Road.

Given the scale of development, a robust engagement strategy must be demonstrated, including with residents, businesses, and underrepresented groups.

Masterplans must be supported by a Meanwhile Uses Strategy and Implementation Plan.

The Council will, where appropriate, support land assembly, including the use of Compulsory Purchase Orders, to facilitate delivery of the allocation in accordance with the approved Spatial Framework and masterplans.

C. Land uses and activities

Existing land uses: Industrial (general and light industrial), retail and residential

Acceptable land uses: Industrial (light industrial), office/workspace and residential

Development should:

- Ensure that residential uses are appropriately designed and located alongside existing and proposed employment uses, having regard to the Agent of Change principle.
- Deliver no net loss of employment floorspace. A reduction in employment floorspace will only be supported where it is robustly demonstrated that this would result in an increase in employment capacity, job creation and economic activity.
- Support the continued local presence of existing creative businesses by working with occupiers and relevant partners to identify suitable reprovision opportunities within the allocation or, where appropriate, at an alternative location in the local area.
- Contribute to the creation of a thriving creative ecosystem within the Tottenham Creative Enterprise Zone by providing shared facilities and amenities that support collaboration, business growth and day-to-day operations, such as meeting spaces, cycle parking, cafés and other complementary uses.
- Optimise the provision of creative workspace, within the creative industries cluster, including affordable workspace, particularly for existing businesses, local start-ups, and sectors such as fashion, design and making.
- Provide mix of flexible workspace unit sizes to support a range of creative, cultural, light industrial and knowledge economy businesses. Workspace should be designed to accommodate a diverse range of occupiers, including those requiring higher floor loadings, enhanced ventilation and adaptable layouts.

D. Built form, character and heritage

- This site may be appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10, the Haringey Tall Buildings study, and the following principles:

    - Tall buildings should be located towards the south and east of the site, adjacent to the railway embankments, with building heights stepping down towards Seven Sisters Road to respect the scale of existing development and mature trees along the frontage.

- Development should seek to retain the characterful industrial buildings along Seven Sisters Road. The design of the site should reflect its industrial heritage and creative identity, using robust materials, and incorporating vertical extensions to retained buildings where appropriate.

- Development should create a varied and legible townscape, with active frontages, articulated massing, and a strong relationship between buildings and public realm.

E. Movement and public realm

- A new, legible, and pedestrian-focused internal street network must be delivered across the site. This network should prioritise walking, wheeling and cycling while also accommodating the loading, servicing, and yard access needs of employment uses—particularly those in the creative industries.

- A new small local park must be incorporated into the scheme to address local deficiencies in access to open space. This space should be publicly accessible, well-landscaped, and integrated with the wider public realm strategy.

- Proposals should take opportunities to widen the footpath along Seven Sisters Road, which is currently too narrow to accommodate safe and comfortable pedestrian movement.

- Early engagement with Transport for London is required to deliver strategic improvements to the cycle network along Seven Sisters Road, ensuring safe and continuous cycling infrastructure that connects with the wider network.

F. Environment and sustainability

- Development should protect and enhance the adjacent Site of Importance for Nature Conservation (SINC) and ecological corridor along the railway corridor

- Development should integrate nature into the wider site and provide greening along Seven Sisters Road.

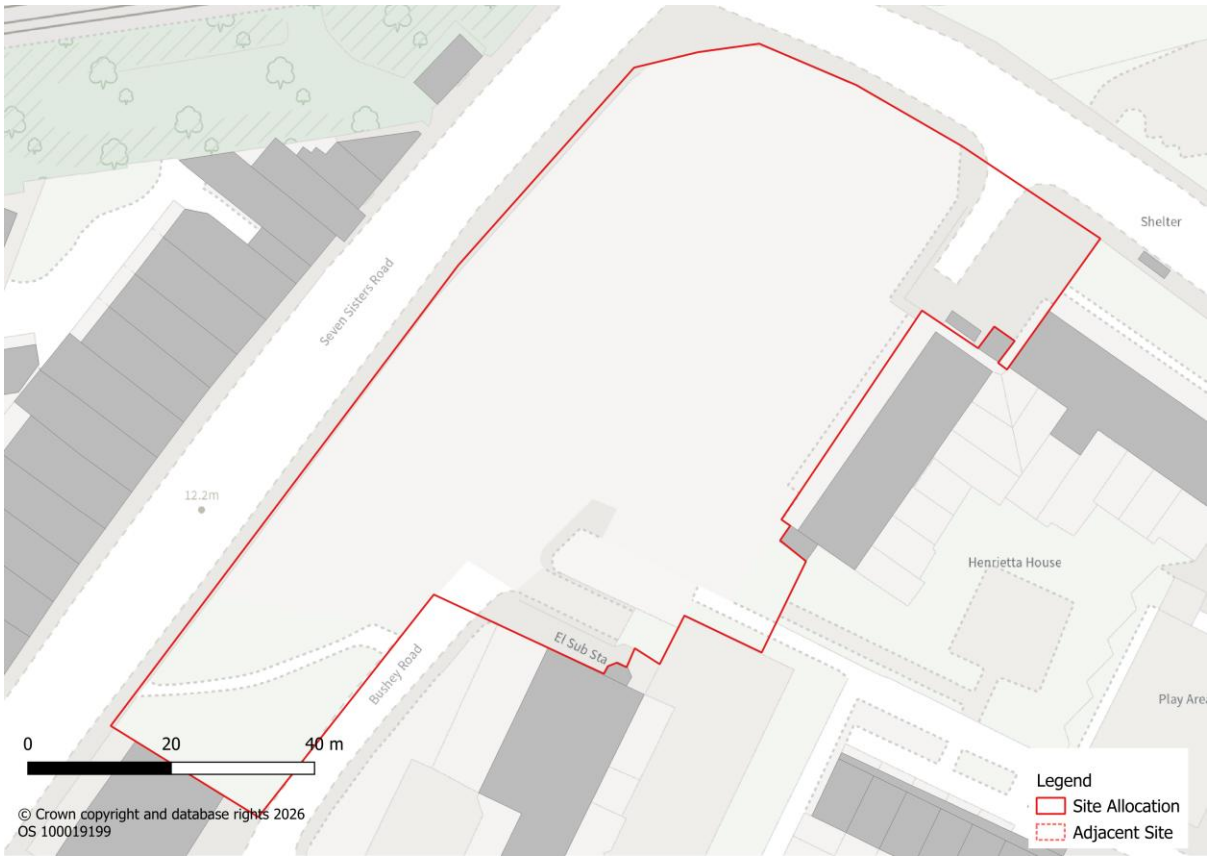
It should be demonstrated that adequate water infrastructure capacity is available to support development. Where appropriate, this should be informed by modelling of potential impacts on the water network and early engagement with Thames Water, including consideration of any capacity constraints at the sewage treatment works.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and

incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

The adjacent Main River should be safeguarded and development must not adversely affect its flood risk, ecological or operational functions. Early engagement with the Environment Agency is required, and any necessary Flood Risk Activity Permits must be secured prior to the commencement of works.

SS SA05: Frederick Messer House



Tables and Figures 65. Xxx

Site Information	Details
Address	Land adjacent to (south of) the junction of Seven Sisters Road and St Ann's Road, London N15
Area [ha]	0.63
PTAL	4–5
Planning designations and constraints	Article 4 - HMOs PFA Enhance Area Creative Enterprise Zone (CEZ) Adjacent to Site of Nature Conservation Adjacent to Locally Listed Building Partially in Flood Zone 2 and 3 Partially in Risk of Surface Water Flooding Area – Medium & High Critical Drainage Area Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer
Relevant permissions	HGY/2024/3315
Indicative capacities	66 Homes
Phasing	2028-2032
Ownership	Public

A. Proposal

Infill residential development on amenity land delivering new homes, enhanced public realm, and a more enclosed and active street frontage along Seven Sisters Road and St Ann's Road in accordance with extant planning permission.

B. Masterplanning, engagement and delivery

Development should be brought forward in a comprehensive and coordinated manner and contribute to improved permeability, amenity, and safety in accordance with the extant planning permission.

C. Land uses and activities

Existing land uses: Housing estate amenity land

Acceptable land uses: Residential

D. Built form, character and heritage

- Proposals should improve the urban grain and street frontage along Seven Sisters Road and St Ann's Road.
- Development should respond positively to the surrounding context, including the locally listed Woodberry Tavern and the varied scale of nearby buildings.
- Mid-rise buildings are appropriate where justified through a design-led approach.

E. Movement and public realm

- A new east–west pedestrian link must be delivered through the site, connecting Seven Sisters Road to the estate and improving access to Paignton Road Open Space.
- Public realm improvements should include tree planting, seating, doorstep play, and defensible space for ground floor homes.
- Development should deliver improvements to play areas and other open spaces within the Sir Frederick Messer Estate informed by discussions with estate residents.

F. Environment and sustainability

Development should retain and enhance the existing mature trees along Seven Sisters and St Ann's Roads as well as improve existing access and quality of landscaping within the estate.

Engagement is needed with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

SS SA06: Former Stamford Hill Primary School



Tables and Figures 67. Xxx

Site Information	Details
Address	Berkeley Rd, London N15 6HD
Area [ha]	0.67
PTAL	3
Planning designations and constraints	Article 4 - HMOs PFA Enhance Area Adjacent to Locally Listed Building Partially in Risk of Surface Water Flooding Area – Medium & High Source Protection Zone (SPZ) - SPZ1 Inner and SP2 Outer Critical Drainage Area
Relevant permissions	N/A
Indicative capacities	Over 50 homes (net)
Phasing	N/A
Ownership	Public

Tables and Figures 68. Xxx

A. Proposal

In February 2020, the Council approved a proposal to amalgamate Stamford Hill Primary School with Tiverton Primary School, resulting in the closure of Stamford Primary School from August 2020.

The Council will seek to bring the vacant property back into active use to secure placemaking benefits.

The Council's priority is for the retention of social infrastructure uses on the site, in accordance with local needs, alongside the provision of new affordable homes. Changes of use on the site will require the written consent of the Secretary of State for Education.

B. Masterplanning, engagement and delivery

Development proposals involving comprehensive redevelopment should be supported by a masterplan, prepared in accordance with Policy D8. Indicative capacities are based on an infill approach to housing delivery.

C. Land uses and activities

Existing land uses: previous education use (former Stamford Hill Primary School)

Acceptable uses: education, community, office/workspace and residential uses

Proposals should seek to provide alternative community uses, in accordance with Policy S2.

The loss of any play space or informal recreation space to facilitate residential development will only be supported where appropriate mitigation is provided to address local needs. This should include improvements to Tewkesbury Open Space.

Appropriate meanwhile uses, including temporary accommodation, will be supported to address local needs.

Employment floorspace on the ground floor will be supported with creative workspace prioritised to complement the creative clusters at Gourley Triangle and the Warehouse Living District.

D. Built form, character and heritage

An active frontage should be provided along Seven Sisters Road.

The Victorian/Edwardian former school buildings make a positive contribution to the character of the area. A retrofit-first approach should be taken with retention of existing buildings prioritised and sensitively integrated into the wider development

where feasible and where this contributes to the optimisation of the site through a design-led approach.

New development should complement the architectural character of retained buildings and the surrounding townscape.

Building heights generally in the range of 3-6 storeys may be appropriate along Seven Sisters Road, subject to detailed townscape, heritage and design considerations.

The setting of the locally listed Woodberry Down Baptist Church should be respected and enhanced, with building heights stepping down towards the south of the site.

E. Movement and public realm

High-quality public realm should be delivered with opportunities explored to provide a new public space within the site.

F. Environment and sustainability

- Development should maximise the retention and protection of existing trees in accordance with Policy G6. Particular regard should be given to the mature trees along Seven Sisters Road, which contribute positively to the character of the area.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

SS SA07: Tiverton Primary School



Tables and Figures 69. Xxx

Site Information	Details
Address	Pulford Rd, N15 6SP
Area [ha]	0.94
PTAL	2-3
Planning designations and constraints	Article 4 - HMOs PFA Enhance Area Partially in Risk of Surface Water Flooding Area – Medium & High Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Critical Drainage Area Adjacent to Designated Open Space
Relevant permissions	N/A
Indicative capacities	Over 50 homes (net)
Phasing	2028-2032
Ownership	Public

Tables and Figures 70. Xxx

A. Proposal

In April 2025, the Council took the decision to close Tiverton Primary School from 31 August 2025, with displaced pupils transferring to other local schools.

The Council will seek to bring the vacant property back into active use to secure placemaking benefits.

The Council's priority is for the retention of social infrastructure uses on the site, in accordance with local needs, alongside the provision of new affordable homes. Changes of use on the site will require the written consent of the Secretary of State for Education.

B. Masterplanning, engagement and delivery

Development proposals involving comprehensive redevelopment should be supported by a masterplan prepared in accordance with Policy D8 . Indicative capacities are based on an infill approach to housing delivery.

The allocation includes a London Underground Vent shaft. London Underground must be consultant as part of any development to ensure that operational requirements are safeguarded.

Land uses and activities

Existing land uses: previous education uses (former Tiverton Primary School)

Acceptable uses: education, community and residential uses

Proposals should seek to provide alternative community uses, in accordance with Policy S2.

- The loss of any play space or informal recreation space to facilitate residential development will only be supported where appropriate mitigation is provided to address local needs. This should include improvements to Tewkesbury Open Space.

Built form, character and heritage

- An active frontage should be provided along Seven Sisters Road, where possible, avoiding harm to existing trees and providing appropriate mitigation where impacts cannot be avoided.

- The siting, design and layout of new homes should respond appropriately to any retained or replacement social infrastructure uses within the site, including by minimising overlooking and other potential amenity impacts.

Movement and public realm

Development should deliver a more cohesive, legible and connected public realm and active travel network. Opportunities should be taken to improve walking and cycling access to Tewkesbury Open Space and strengthen connections between surrounding residential neighbourhoods, the Harringay Warehouse Living District and Seven Sisters Road.

Environmental and sustainability

- Development should maximise the retention and protection of existing trees in accordance with Policy G6. Particular regard should be given to the mature trees along Seven Sisters Road, which contribute positively to the character of the area.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

SS SA08: Land in front of 2-24 Tiverton Road



Tables and Figures 71. Xxx

Site Information	Details
Address	2-24, Tiverton Road, N15 6RS
Area [ha]	0.15
PTAL	2
Planning designations and constraints	Article 4 - HMOs PFA Enhance Area Creative Enterprise Zone (CEZ) Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Critical Drainage Area
Relevant permissions	HGY/2025/3156
Indicative capacities	17 Homes
Phasing	2028-2032
Ownership	Public

Tables and Figures 72. Xxx

Proposal

Infill development of underutilised amenity and car parking land to deliver new homes, better activate the street and support an enhanced public realm and landscape.

Masterplanning, engagement and delivery

A masterplan is not required for this site.

Development should be brought forward in a comprehensive and coordinated manner, with reference to any future estate-wide masterplanning for the Tiverton Estate.

Proposals should demonstrate how the scheme integrates with the wider estate, does not impede realistic opportunities for more comprehensive development that could secure greater placemaking benefits, and contributes to improved permeability, amenity, and safety.

Land uses and activities

Existing land uses: housing estate amenity land and surface level car parking

Acceptable land uses: Residential uses

Built form, character and heritage

- Building heights of 3 to 4 storeys are appropriate.
- Development should respect the surrounding 4–5 storey residential context and maintain appropriate separation distances to neighbouring buildings.
- Development should provide active frontages, particularly to Tiverton Road and new or enhanced public realm/ shared spaces.

C. Movement and public realm

- Improve pedestrian connections to adjacent green spaces and local amenities, including the Tewkesbury Open Space and the local shops on Moreton Close.
- Development must provide enhanced and usable public realm that is well integrated with the wider public realm network and feels open to the wider public, particularly the wider estate.
- There is an opportunity to reduce traffic on the internal streets to the north, south and west of the site, creating shared spaces that can act as an extension to the usable and enhanced public realm provided on the site.

A Transport Assessment must be provided to demonstrate that the loss of car parking will not have unacceptable impacts, particularly in relation to inclusive and safe access

D. Environment and sustainability

- Existing trees should be retained wherever possible, with any losses mitigated through replacement in the nearby public realm.

Engagement is needed with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

SS SA09: Seven Sisters and Tewkesbury Road



Tables and Figures 73. Xxx

Site Information	Details
Address	341-379 Seven Sisters Road, 6-46 Tewkesbury Rd, N4
Area [ha]	0.54
PTAL	3-5
Planning designations and constraints	Article 4 - HMOs PFA Enhance Area Creative Enterprise Zone (CEZ) Partially in Creative Industries Cluster (CIC) Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Critical Drainage Area Adjacent to Locally Listed Building
Relevant permissions	None
Indicative capacities	60 homes (net) 490sqm employment (net)
Phasing	2033-2042
Ownership	Public

Tables and Figures 74. Xxx

A. Proposal

Redevelopment of existing buildings to deliver new high-quality homes and commercial floorspace and create a higher quality streetscape on Tewkesbury Road that complements the adjacent Harringay Warehouse Living District.

B. Masterplanning, engagement and delivery

A masterplan is required in accordance with policy D8 to support comprehensive and coordinated development, ensure new and existing uses are complementary and that servicing, access and public realm and appropriately considered and addressed.

C. Land uses and activities

Existing land uses: Residential, retail and office/workspace

Acceptable land uses: Residential, retail and office/workspace

There should be no net loss of employment space. A reduction in employment floorspace will only be supported where it is robustly demonstrated that this would result in an increase in employment capacity, job creation and economic activity.

Retail and office/workspace uses should be provided at ground floor. Where workspace is provided, priority should be given to creative workspace to complement the adjacent creative industries cluster in the Harringay Warehouse Living District.

D. Built form, character and heritage

- The terrace fronting Seven Sisters Road should be retained and improved.
- Buildings will continue to present active frontages onto Seven Sisters Road but servicing should be accessed from Overbury and Tewkesbury Rds.

E. Movement and public realm

- Improved east-west access should be delivered from Seven Sisters Road to Overbury and Tewkesbury Roads for pedestrians and cyclists
- Public realm should be substantially enhanced along Tewksbury Road with a coordinates strategy put in place for parking, servicing and waste management

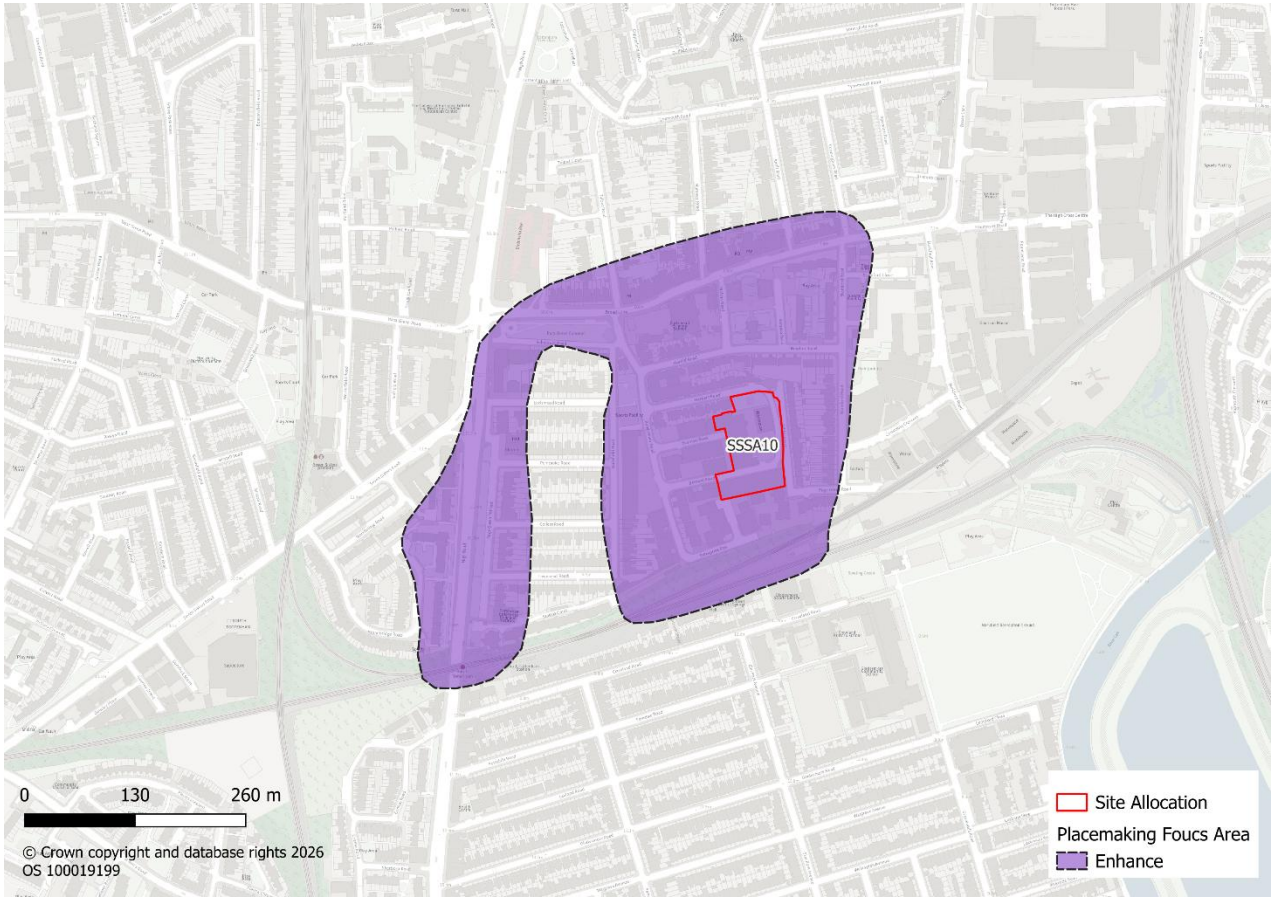
F. Environment and sustainability

- Development should take opportunities to deliver multi-functional greening along Tewksbury Road

Engagement is needed with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

SS PFA4: Broad Lane, Page Green Terrace and Rangemoor Industrial Estate



Tables and Figures 75. Map of Placemaking Focus Area XXX

Strategy

3.108 Development and placemaking interventions in this area will help to strengthen and make more visible the valued activities and features of this varied urban environment. This includes the vibrant independent businesses within the Rangemoor Industrial Estate, with sectoral strengths in food & beverage and the creative industries; the historic green spaces of Page Green Common and Page Green Terrace, and the tree lined Broad Lane corridor with its mix of local shops.

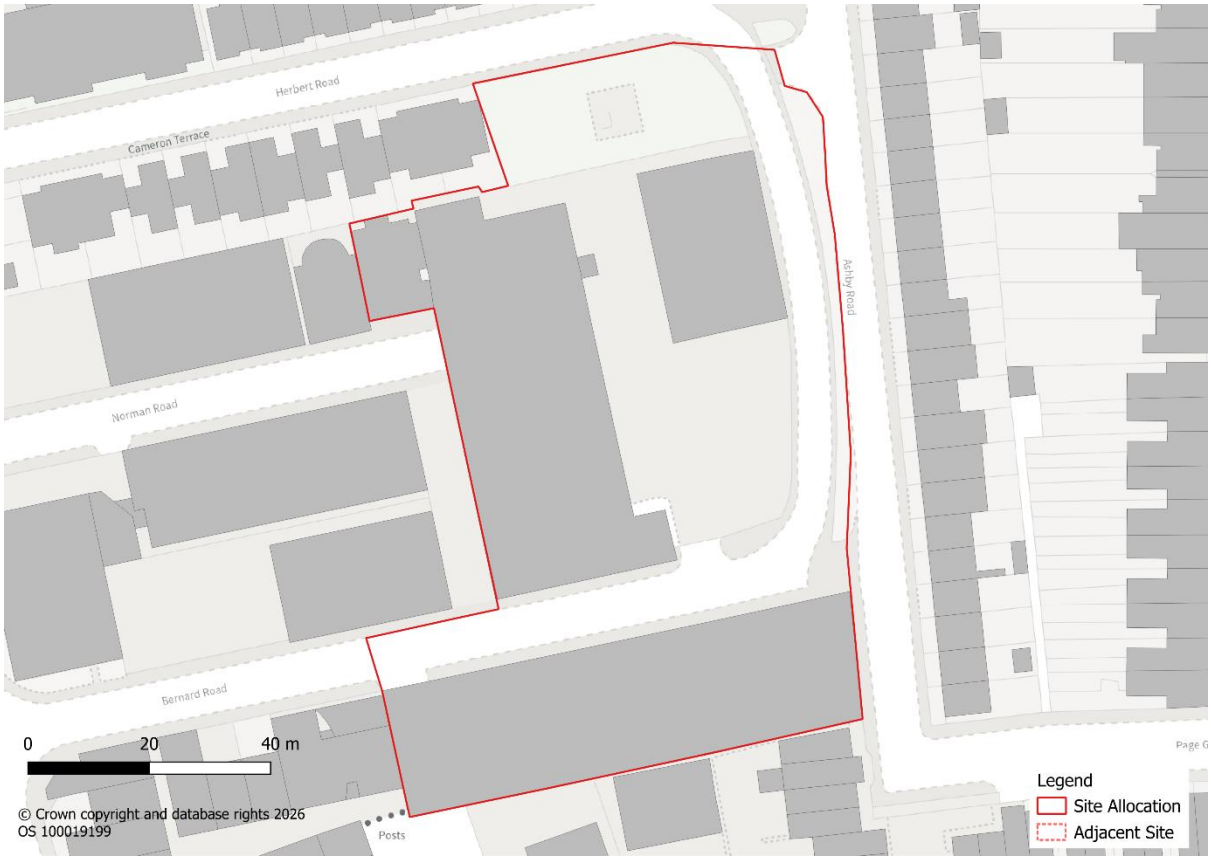
3.109 A key strategic objective is to improve connections between the distinct sub-areas within this area through enhanced wayfinding and public realm improvements. There is also a need to address the severance caused by Broad Lane and the High Road, which currently hinder access to nearby destinations such as Seven Sisters District Centre and Tottenham Green.

3.110 This strategy will be implemented through adherence to Policy SSN1, the site allocation outlined below, and the following initiatives.

- Optimising opportunities to create new jobs and expand employment floorspace by taking a cohesive and co-ordinated approach to the redevelopment of the Rangemoor Road Locally Significant Industrial Site (LSIS), and adjoining Bernard Works site allocation.
- Supporting and growing sectoral strengths in food & beverage production and the creative industries within the Rangemoor Road Industrial Estate. This includes securing and expanding the provision of affordable workspace to support the area's designation as a creative industries cluster.
- Enhancing the area as a destination through wayfinding and the provision of ancillary, complementary uses such as cafes and exhibition spaces that showcase the area's sectoral strengths.
- Delivering a network of green spaces, pocket parks and other green infrastructure to create a green link between Seven Sisters District Centre and Markfield Park through the Rangemoor Road LSIS.
- Improving the cycle infrastructure along Broad Lane and providing safer and easier pedestrian and cycle connections across Tottenham High Road and Broad Lane
- Celebrating and restoring historic green spaces: Page Green Terrace and Page Green Common.

Site Allocations

SS SA10: Bernard Works



Tables and Figures 76. Xxx

Site Information	Details
Address	Bernard Works, Bernard Road & 19 Bernard Road, N15
Area [ha]	0.7
PTAL	5
Planning designations and constraints	Article 4 - HMOs Opportunity Area PFA Enhance Area Creative Enterprise Zone (CEZ) Creative Industries Cluster (CIC) Partially in Local Employment Area (LEA) Adjacent to Locally Significant Industrial Site (LSIS) Partially in Risk of Surface Water Flooding Area - Medium Source Protection Zone (SPZ) - SPZ2 Outer Archaeological Priority Area (APA) - Tier 3
Relevant permissions	HGY/2017/3584 HGY/2021/2160
Indicative capacities	110 homes (net)

	5500sqm industrial and office/workspace
Phasing	2028-2032
Ownership	Public and Private

Tables and Figures 77. Xxx

A. Proposal

Comprehensive redevelopment of existing industrial and commercial buildings to deliver a mixed-use, employment-led scheme that enhances the creative and residential offer. The development will provide employment floorspace, affordable workspace, and new homes, alongside improved public realm and permeability. Development will support the growth of the creative industry cluster and contribute to the objectives of the Creative Enterprise Zone (CEZ).

There are two extant planning permissions for a total of 110 homes across two sites together with high-quality commercial and affordable workspace. The planning permission has been implemented but substantive construction works have not yet begun.

B. Masterplanning, engagement and delivery

Existing planning permission HGY/2017/3584 took a master planned approach to development considering additional land parcels plus the wider employment area. Any subsequent proposals within the allocation should have regard to this masterplan or otherwise be supported by another agreed masterplan.

C. Land uses and activities

Existing land uses: industrial, office/ workspace and amenity land

Acceptable land uses: industrial, office/ workspace and residential

Development should deliver the maximum viable quantum of employment floorspace and provide high-quality workspace, prioritising affordable creative workspace, that strengthens the area's role as a creative industry cluster and supports business growth and job creation.

D. Built form, character and heritage

Mid-rise buildings are appropriate for this site, with heights stepping down towards existing residential areas to respect local character.

- The architectural language should reflect the industrial and residential context, using varied brick tones and robust materials.
- The scheme must conserve and enhance the setting of nearby heritage assets, including the Page Green/Seven Sisters Conservation Area.
- Active frontages should be provided to the street and new public park

E. Movement and public realm

- A new public park should be provided alongside Bernard Road.

- Development proposals should facilitate an enhanced public access route from Page Green Road along the archways, with the opportunity to extend this through to through to Markfield Road.

- Pedestrian access should be retained from the site to Page Green Road.

- Improved streetscape is required with the existing homes on Ashby Road.

F. Environment and sustainability

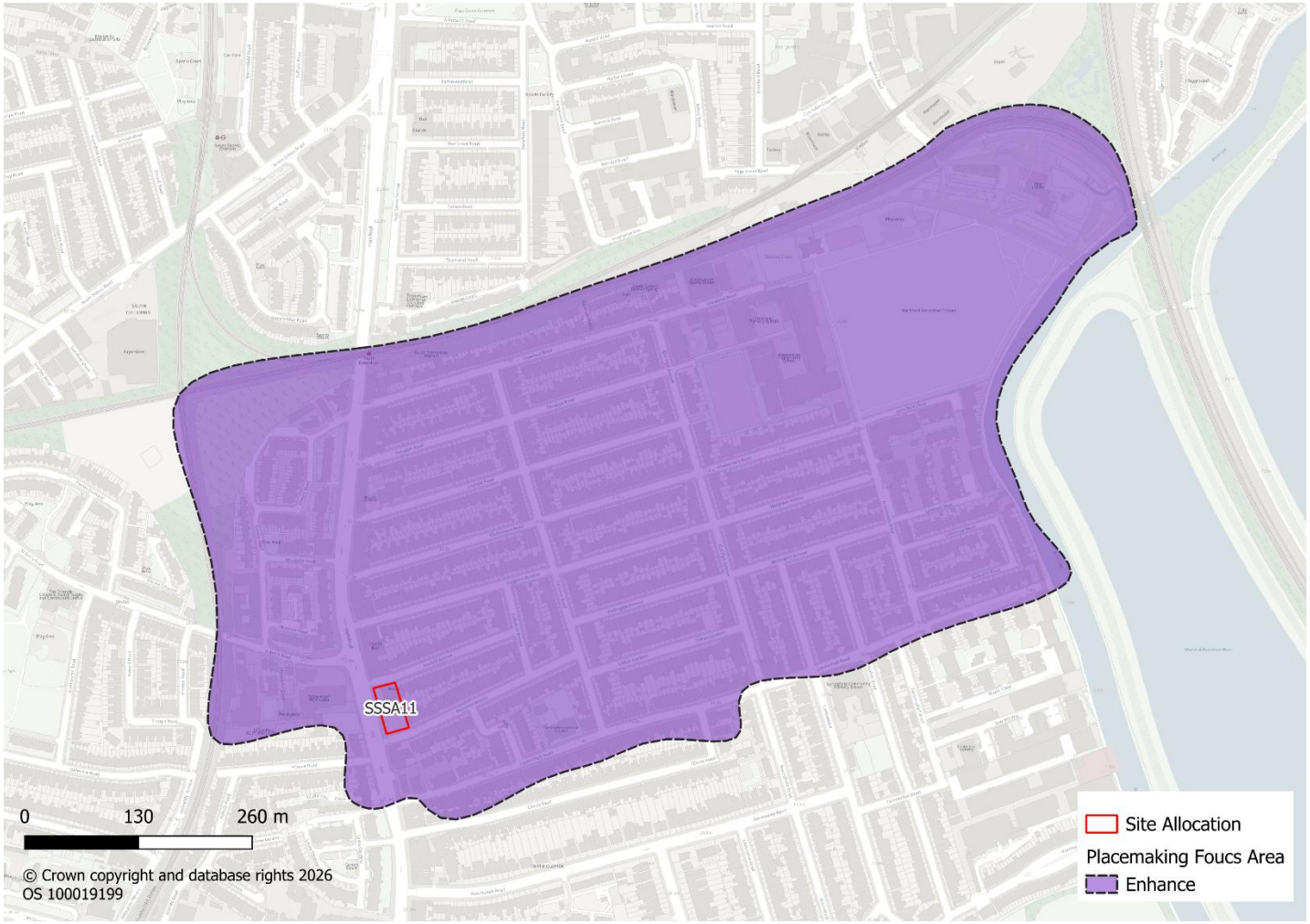
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.

Mitigation of, and improvement to, local air quality and noise pollution should be made on this site.

It should be demonstrated that adequate water infrastructure capacity is available to support development. Where appropriate, this should be informed by modelling of potential impacts on the water network and early engagement with Thames Water, including consideration of any capacity constraints at the sewage treatment works.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

SS PFA5: South Tottenham



Tables and Figures 78. Map of Placemaking Focus Area XXXX

Strategy

3.114 South Tottenham will be enhanced through gentle intensification and limited redevelopment and infill to meet the needs of its residents. Opportunities exist along the High Road corridor for development that better frames and encloses the streetscape and provides a more attractive and active street frontage. The area will continue to provide for residential extensions through the House Extensions in South Tottenham Supplementary Planning Document (SPD), helping to address local need for larger family homes.

3.115 This strategy will be implemented through adherence to Policy SSN1 and the following initiatives.

- Enhance access to and recreational use of Markfield Park through improved entrances, signage, and active frontages.
- Upgrade the canal towpath to improve safety, accessibility, and connectivity for pedestrians and cyclists.
- Explore opportunities to daylight sections of the Moselle Brook to enhance biodiversity, climate resilience, and public realm quality.
- conserve and frame key views of St Ignatius Church to reinforce its role as a local landmark and orientation point.
- Collaborate with Network Rail to transform railway overpasses into welcoming gateways through lighting, public art, and streetscape improvements.
- Support the extension and adaptation of family homes in line with the House Extensions in South Tottenham SPD to meet local housing needs.
- Investigate the potential to expand the area covered by the House Extensions in South Tottenham SPD through a future design code to ensure consistent, high-quality development.
- Providing for new or improved community and educational facilities, including faith facilities and places of worship. These should be directed towards:
    - existing social or community facilities with surplus space
    - new purpose-built premises along the High Road corridor
    - conversions of existing non-residential buildings; or
    - conversions of residential buildings in areas or streets characterised by a mixture of uses.

Site Allocations

SS SA11: Land between Norfolk Avenue, Rostrevor Avenue and High Road



Tables and Figures 79. Xxx

Site Information	Details
Address	Land between Norfolk Avenue, Rostrevor Avenue and High Road, N15 6LS
Area [ha]	
PTAL	
Planning designations and constraints	Article 4 - HMOs Opportunity Area PFA Enhance Area Partially in Crossrail2 - Safeguarding Limits Partially in an Identified High Street Source Protection Zone (SPZ) - SPZ2 Outer Critical Drainage Area Archaeological Priority Area (APA) - Tier 2 Adjacent to Listed Building - Grade II
Relevant permissions	
Indicative capacities	20 homes (net)

	500 sqm (gross) retail, office/workspace
Phasing	2032-2037
Ownership	Private

Tables and Figures 80. Xxx

A. Proposal

Mixed-use redevelopment comprising residential development and commercial floorspace. Development should optimise this sustainable location whilst protecting and enhancing the setting of the Grade II listed St Ignatius Catholic Church and delivering an active frontage to the High Road.

B. Masterplanning, engagement and delivery

A masterplan is not required for this site.

Applicants should engage with existing occupiers and businesses to understand relocation requirements and opportunities for businesses to return following redevelopment.

C. Land uses and activities

Existing land use: Retail/ industrial

Acceptable land uses : Retail, office/workspace, community and residential

Active ground floor Class E floorspace should be retained and enhanced.

Commercial uses should provide active frontages to the High Road.

Residential development will be supported on upper floors as part of a mixed-use redevelopment.

Community uses to meet the needs of residents will also be considered acceptable.

D. Built form, character and heritage

Development should conserve or enhance the significance and setting of the Grade II listed St Ignatius Catholic Church through high-quality, contextually design.

- Building heights of between 3 and 4 storeys will be appropriate, subject to detailed design and townscape considerations.
- Development should positively contribute to local character and create a well-defined urban frontage.

E. Movement and Public Realm

Development should improve the quality of the public realm and contribute positively to local character and distinctiveness.

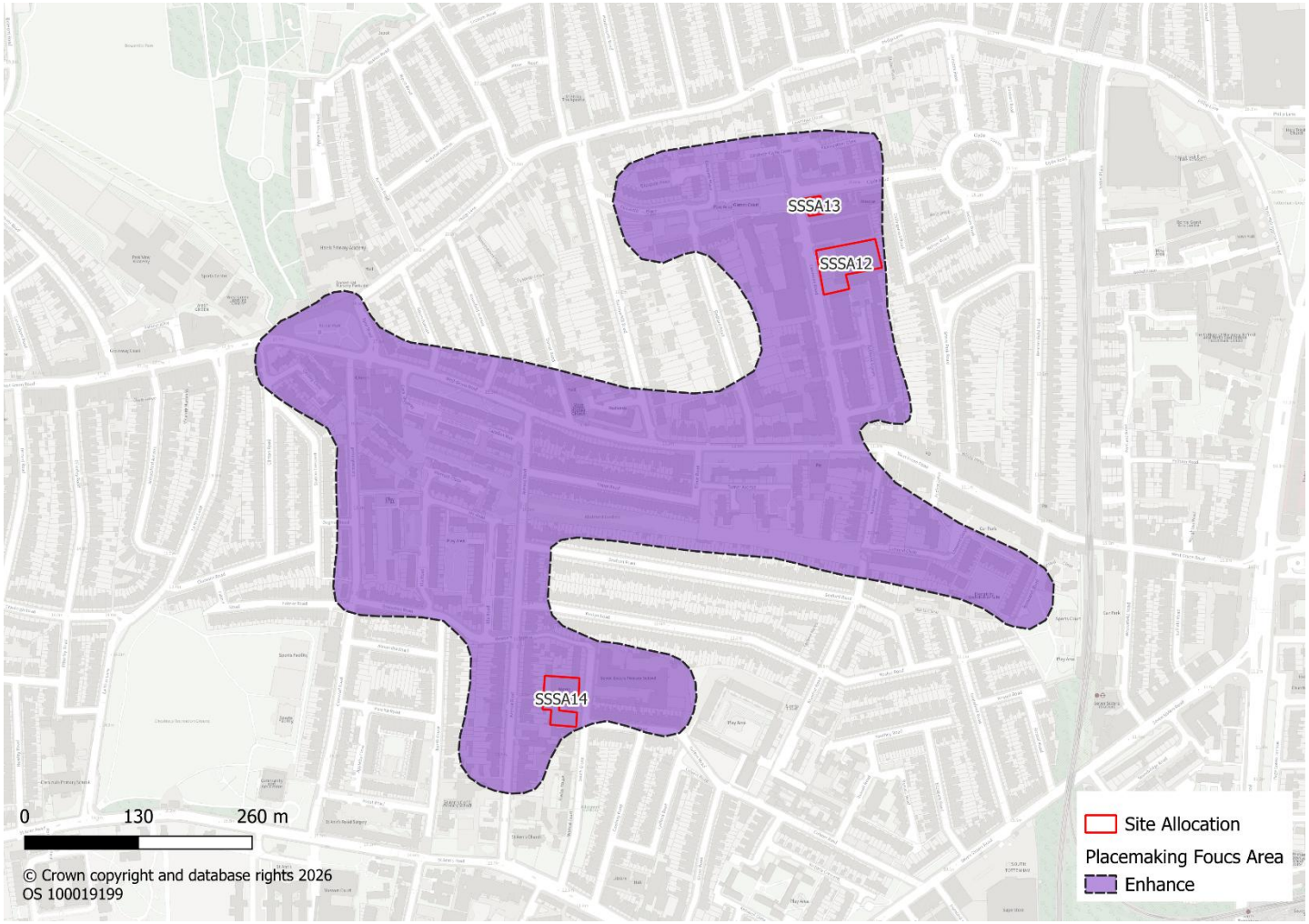
Development should provide active and publicly accessible Class E uses at ground floor level across the High Road frontage.

F. Environment and Sustainability

Development should Incorporate urban greening, biodiversity enhancements and sustainable drainage measures.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

SS PFA6: West Green Road (east)



Tables and Figures 81. Map of Placemaking Focus Area

Strategy

3.124 The West Green Road Corridor will be reinforced through a mix of infill, redevelopment, and public realm enhancements, creating a cohesive and vibrant urban streetscape defined by its tree-lined character and complementary mix of built forms. As people move through the corridor, they will experience a rich sequence of visual and spatial moments, from the busy, dense West Green Road shops in the District Centre, to the medium-density mixed-use environment of Lawrence Road, and through to the historic and open setting of the West Green Memorial Garden, that together with its surrounding uses functions as a hub for the community.

3.125 This strategy will be implemented through adherence to Policy SSN1, the site allocations outlined below, and the following initiatives:

- Complete the transformation of Lawrence Road into medium-density, mixed-use neighbourhood set either side of a tree-lined avenue
- Conserve and enhance the historic character of the West Green Memorial Garden while supporting employment-led or mixed-use development to the south that activates the area with improved frontages and new uses.
- Improve the character, layout and safety of post-war estates by enhancing pedestrian and cycle permeability, optimising green spaces for recreation, biodiversity and sustainable drainage, and repurposing undercroft garages for active uses.
- Promote sensitive infill development by identifying and utilising underused sites for new housing or mixed-use schemes that respect local character and contribute positively to placemaking.
- Enhance Clyde Road as a key east-west active travel route.

Site Allocations

SS SA12: 30-48 Lawrence Road



Tables and Figures 82. Xxx

Site Information	Details
Address	30-40 Lawrence Road, N15
Area [ha]	0.29
PTAL	3-5
Planning designations and constraints	Article 4 - HMOs PFA Enhance Area Creative Enterprise Zone (CEZ) Adjacent to a Conservation Area Source Protection Zone (SPZ) - SPZ2 Outer
Relevant permissions	HGY/2025/3108
Indicative capacities	30 homes (net) 2000sqm (gross) office/workspace and industrial uses
Phasing	2028-2032
Ownership	Private

Tables and Figures 83. Xxx

A. Proposal

Mixed-use or employment-led development that delivers increased employment floorspace and job opportunities, with the potential for new homes above active ground floor employment uses.

B. Masterplanning, engagement and delivery

A masterplan is not required for this site.

C. Land uses and activities

Existing land uses: Industrial, office/workspace

Acceptable land uses: Industrial, office/workspace and residential

Development should re-provide employment floorspace at ground-floor level and maximise opportunities for job creation through the delivery of flexible, high-quality workspace.

- Residential uses are appropriate on upper floors.

D. Built form, character and heritage

- Mid-rise buildings are appropriate for this site, with heights stepping down towards the terraced houses to the east.
- While taller development is suitable on the Lawrence Road frontage due to the deep setbacks from the street, new development must not create a canyon-like effect on the street

E. Movement and public realm

- Development should support improvements to the nearby public realm, including establishing Clyde Road as a key east-west pedestrian and cyclist route.

F. Environment and sustainability

The existing street trees are a strong asset to the streetscape and must be protected.

Engagement is needed with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

SS SA13: Corner of Lawrence Road and Clyde Road



Tables and Figures 84. Xxx

Site Information	Details
Address	Corner of Lawrence Road and Clyde Road, N15
Area [ha]	0.04
PTAL	3
Planning designations and constraints	Article 4 - HMOs PFA Enhance Area Creative Enterprise Zone (CEZ) Adjacent a Conservation Area Source Protection Zone (SPZ) - SPZ2 Outer
Relevant permissions	N/A
Indicative capacities	5 homes (net)
Phasing	2028-2032
Ownership	Public

Tables and Figures 85. Xxx

A. Proposal

Modest residential development on surface level car park

B. Masterplanning, engagement and delivery

A masterplan is not required for this site but prior engagement is required with adjacent residents and occupiers.

C. Land uses and activities

Existing land uses: Surface level car park

Acceptable land uses: Residential

D. Built form, character and heritage

- Development must respond positively to adjacent residential accommodation and not cause unacceptable harm to privacy via overlooking

High-quality design is required having regard to the prominent corner location of the site and the opportunity to provide a more positive gateway into the Clyde Ci

E. Movement and public realm

- Development should support improvements to the nearby public realm, including establishing Clyde Road as a key east-west pedestrian and cyclist route.

F. Environment and sustainability

The existing street trees are a strong asset to the streetscape and must be protected.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

- Engage with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

SS SA14: 17 and 23 South Grove



Tables and Figures 86. Xxx

Site Information	Details
Address	17 and 23 South Grove, N15 5QG
Area [ha]	0.17
PTAL	2
Planning designations and constraints	Article 4 - HMOs PFA Enhance Area Source Protection Zone (SPZ) - SPZ2 Outer Critical Drainage Area
Relevant permissions	N/A
Indicative capacities	5 homes (net)
Phasing	2028-2032
Ownership	Public

Tables and Figures 87. Xxx

A. Proposal

Mixed-use or employment-led development that delivers increased employment floorspace and job opportunities, with the potential for new homes above active ground floor employment uses.

B. Masterplanning, engagement and delivery

A masterplan is not required for this site.

C. Land uses and activities

Existing land uses: Light industrial

Acceptable land uses: Office/workspace and residential

Employment floorspace should be re-provided at ground-floor level with opportunity for residential on upper floors. Employment uses must be compatible with the surrounding residential context, supporting job creation while contributing positively to local amenity.

D. Built form, character and heritage

- Development should provide active frontages to South Grove Road.
- Heights of 2-4 stories are appropriate, with care required to avoid impacts on surrounding residential uses.

E. Movement and public realm

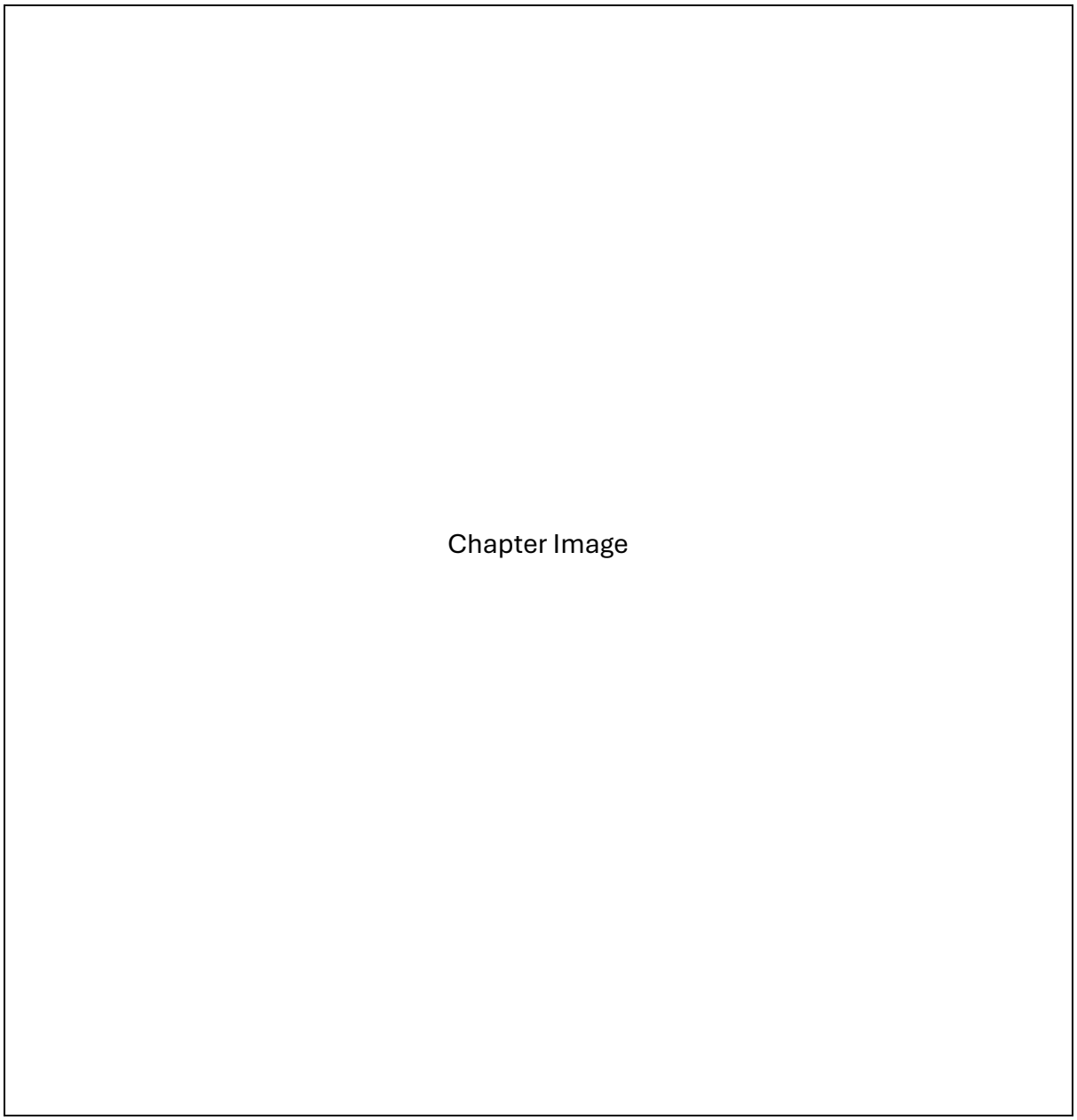
- Development should reduce the amount of parking provided, the length of crossovers and improve the adjacent public realm.

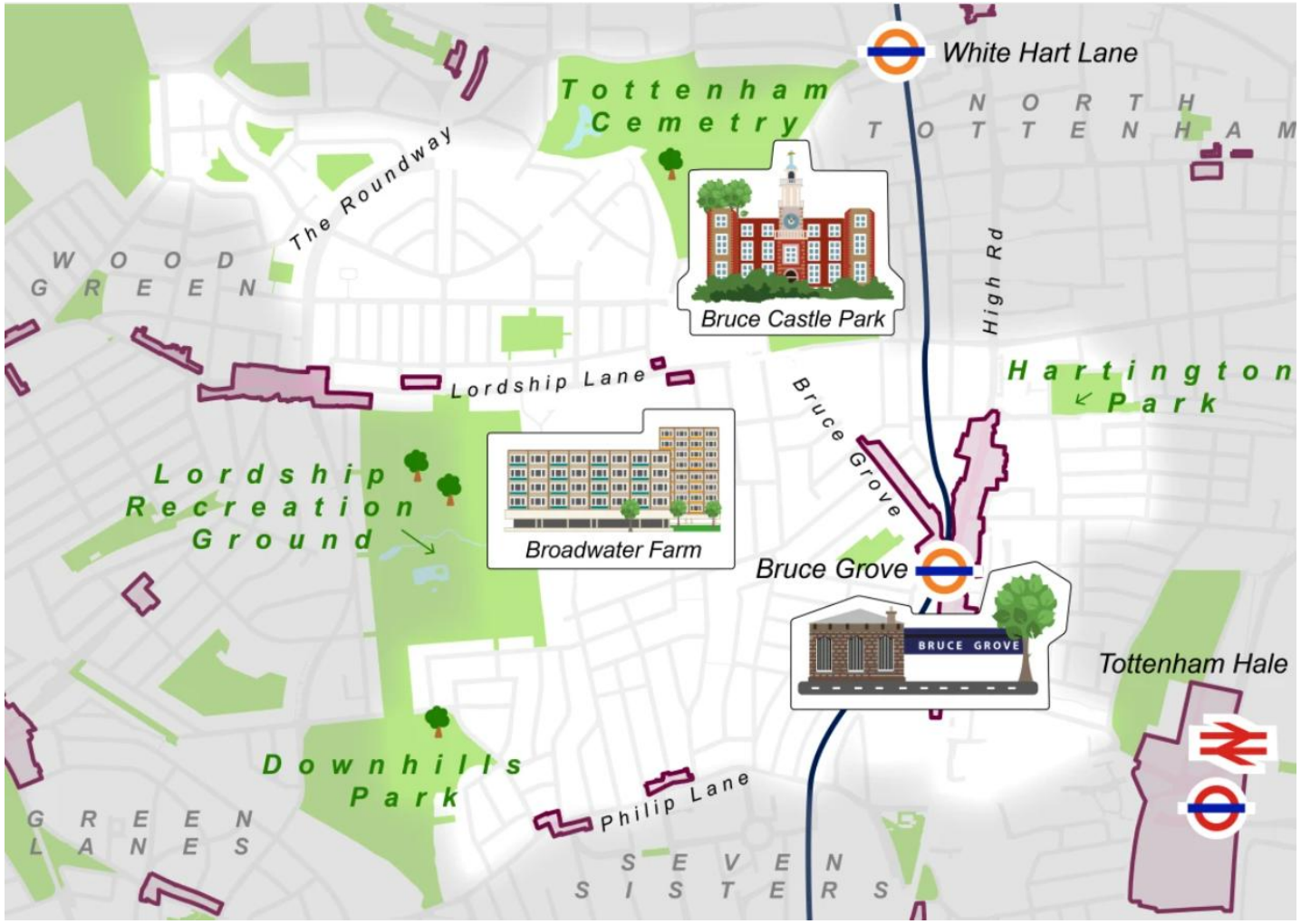
F. Environment and sustainability

- Development should deliver greening/new street trees along South Grove.
- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

Engagement is needed with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

CHAPTER 10: BRUCE GROVE NEIGHBOURHOOD





Tables and Figures 88. XXX Neighbourhood Map

Neighbourhood Context

Location

4.1 The Bruce Grove neighbourhood is in the central eastern part of the borough and includes the vibrant Bruce Grove town centre on Tottenham High Road. The majority of the neighbourhood is located to the west of the High Road with the large green spaces of Lordship Recreation Ground, Downhills Park and Tottenham Cemetery helping shape its northern and western boundaries with North Tottenham and Wood Green neighbourhoods respectively. Its southern boundary with Seven Sisters is defined by the Philip Lane and Monument Lane corridors.

History

4.2 Bruce Grove has a long history with the High Road following the route of an ancient roman road connecting the Roman city of Londinium (London) to the military centres at Lincoln and York.

4.3 In the 16th century Tottenham was a popular rural retreat for city merchants, many of whom had mansions along the High Road.

4.4 During the late 18th and early 19th century, villas and terraces started to spread outwards along the existing and new side roads, particularly Bruce Grove Road and eastward to Tottenham Hale, facilitated by improved transport to London.

4.5 In 1898 the London County Council started construction of the Tower Gardens estate in the north-east of the neighbourhood, which continued into the 1930s, dramatically expanding the residential hinterland to the west of the High Road.

4.6 By 1914, the High Road had been transformed into a busy commercial street, with ground floors being converted into shops and new public buildings and purpose-built shopping parades.

4.7 Lordship Recreation Ground was officially opened in 1932, with new housing expanding between it and the High Road during the interwar years.

4.8 The biggest change to the urban form in the post war years came through the construction of 1,063 new dwellings at the Broadwater Farm Estate between 1967 and 1973.

Connectivity

4.9 Access to public transport is highest in the east of the neighbourhood, along Tottenham High Road. The neighbourhood's only train station, Bruce Grove Station, is located along the High Road, at its intersection with Bruce Grove, and provides north-south connections on the Weaver Overground Line.

4.10 Lordship Lane is a key east-west route, linking the High Road to Wood Green. At the southern edge of the neighbourhood, Monument Way connects Bruce Grove with the Tottenham Hale neighbourhood to the east, while West Green Road connects it to the Green Lanes and Wood Green neighbourhoods to the west.

4.11 Cycle Superhighway 1 continues northward through the centre of the neighbourhood, linking West Green Road with Bruce Castle Park, through residential streets, having veered off the High Road at Tottenham Green.

4.12 Key challenges the neighbourhood faces include heavy vehicular traffic levels and road safety issues, particularly along the High Road but also along Bruce Grove, Lordship Lane and The Roundway. The neighbourhood contains the Bruce Grove West Green Low Traffic Neighbourhood which was delivered as part of the Council's ambitious Streets for People programme.

Economy, Town Centres

4.13 Bruce Grove is the retail heart of Tottenham. The town centre, designated as a District Centre in the London Plan, is focused along Bruce Grove and Tottenham High Road and provides an array of services including many valued local independent shops. However, it has fewer cafes, restaurants or evening economy activities compared with other similar sized town centres in the borough, and a higher concentration of betting shops and amusement arcades.

4.14 There are smaller collections of local shops on Lordship Lane and just south of the neighbourhood boundary along West Green Road.

4.15 The neighbourhood does not contain any designated industrial land but the High Road contains a number of offices and workspaces, with hubs at Tottenham Green Workshops and Grove Business Centre.

Landmarks, culture and heritage

4.16 The neighbourhood has an extensive culture and heritage offer. Key landmarks in the neighbourhood include Bruce Castle, a Grade I listed 16th Century manor house in 20 acres of parkland and the distinctive Broadwater Fram Estate characterised by its modernist, concrete, large panel system architecture. Bruce Castle is home to Haringey's Museum and Archives and is a historical treasure trove with a lively schedule of family activities, frequently changing exhibitions, a wide-ranging schools programme, and a schedule of talks and local history walks. The neighbourhood contains a variety of Conservation Areas covering the High Road, Bruce Castle, Tottenham Cemetery and the Tower Gardens estate, which was one of the first municipal 'cottage estates' in the world.

Green and Blue Infrastructure

4.17 The neighbourhood benefits from access to a number of large open spaces including Lordship Recreation Ground, Downhills Park, Tottenham Cemetery and Bruce Castle

Park. Bruce Castle Park was Tottenham's first public park and is home to the oldest oak tree in Tottenham - an ancient sessile oak tree which is over 450 years old. While the neighbourhood is well served by larger public open spaces, linkages between these spaces can be improved and there are deficiencies in access to smaller public open spaces in the centre of the neighbourhood and around the High Road.

Bruce Grove Vision

Bruce Grove in 2043 will have delivered on the aspirations set out in Shaping Tottenham and will continue to be a lively and characterful neighbourhood with a dynamic and bustling town centre that acts as Tottenham's retail heart.

The strong retail offer of Bruce Grove District Centre, with its many independent businesses, will be strengthened and complemented by a wider range of town centre activities, including new workspaces, culture and leisure uses, and restaurants. A key catalyst for this will be an enhanced Holcombe Market together with the re-activation of the forecourt and arches located at Bruce Grove Station with new shops, leisure and community activities.

The public realm along the High Road corridor will be enhanced and expanded as part of the Your Bruce Grove project and via infill development. A network of pedestrian-focused laneways and side streets will have been established that are full of art and activity. New permanent and temporary uses will provide new activities and passive surveillance, improved lighting, public realm and green infrastructure to make the area feel safer, creating spaces for the community to come together.

Bruce Grove will be the centre of a wider cultural corridor, running along the historic High Road. New development and investment will have helped to restore historic shopfronts, bring historic buildings back into active use, and highlight and communicate the area's diverse histories, using lighting, public art, and wayfinding to key heritage assets like Bruce Castle.

New homes, jobs and community and social infrastructure will have been sensitively integrated into the existing environment, primarily along the High Road corridor and at Broadwater Farm. The Council will have worked with Broadwater Farm residents to improve Broadwater Farm estate to make it a better and safer place for the community to live, work and socialise.

It will be easier to access green and open spaces, with improved green connections to key assets like the Lee Valley, Bruce Castle Park, and Lordship Recreation Ground. Opportunities will have been taken to create new accessible public green spaces, including at the Cloud Garden.

Improvements to cycling, walking, and public transport infrastructure will have created a healthier, safer, and more pleasant streetscape. This will allow the neighbourhood to function as the heart nexus of Tottenham, attracting visitors while facilitating journeys to other key destinations like the Lee Valley, and Tottenham Green and North Tottenham Cultural Quarters.

Policy BGN1: Bruce Grove Neighbourhood

A. The Council will support development proposals which contribute to the Bruce Grove Vision and the aspirations set out in Shaping Tottenham.

B. The neighbourhood will deliver at least 400 new homes (net) over the plan period and deliver an uplift in jobs with development prioritised within the Upper Lee Valley Opportunity Area and following Placemaking Focus Areas:

Enhance
Bruce Grove High Road Corridor
Bruce Castle Historic Quarter
Broadwater Farm

Tables and Figures 89. XXX

C. The rich heritage of the neighbourhood should be conserved, enhanced and celebrated. To achieve this, proposals should:

(1) take a conservation-led placemaking approach along the Tottenham High Road corridor

(2) improve the ability to understand and appreciate the neighbourhoods' heritage assets within their context,

(3) retain, restore, and reinstate the locally distinctive features of historic shopfronts and facades in the area to create a more attractive streetscape. This should be done in accordance with the Bruce Grove Conservation Area Design Guide, and

(4) adopt a proactive approach to securing the long-term future of 'heritage at risk' assets.

D. Proposals should broaden the range of town centre uses within Bruce Grove District Centre, while maintaining its position as the retail heart of Tottenham. The priority for new town centre uses include healthy food and beverage retail, cultural, community and leisure facilities, workspace, and well managed evening economy activities.

E. The Council will support re-development of existing car parks in Bruce Grove District Centre where this creates a safer, greener and more attractive environment and does not have adverse impacts on town centre accessibility, particularly for disabled people.

F. Proposals to improve the quality of housing, communal areas and overall environment of the Broadwater Farm Estate will be supported.

G. Development proposals should deliver and contribute to strategic improvements in connectivity for pedestrians, cyclists and public transport users, where appropriate. These include:

(1) Improved east-west connections from the High Road to key destinations.

(2) a safer, more welcoming and accessible pedestrian environment along and within the High Road corridor, including an enhanced and expanded network of side streets either side of the High Road.

(3) new and enhanced cycle infrastructure, building on investment in the Cycle Superhighway.

H. The Council will advocate for step-free access to Bruce Grove Station.

I. Proposals should contribute to a safer, greener and expanded public realm. This includes:

(1) Addressing deficiencies in access to public open space by creating new pocket parks, a new small local park, and pedestrianised side streets.

(2) Supporting Safe Streetscape including Designing out Crime measures in accordance with the Haringey Streetscape Design Guide which improve]feelings of safety, particularly along the High Road corridor.

(3) Addressing low levels of greenery particularly along the High Road corridor.

J. Proposals should protect and seek to enhance the Moselle Brook including exploring opportunities for deculverting, aligned with Policy G8 Watercourses.

Supporting Text

Placemaking Strategy

4.18 Bruce Grove will experience incremental change over the next 15 years, largely through conservation-led infill development along the historic High Road, redevelopment of surface level car parks in the District Centre and the master planned renewal of Broadwater Farm Estate. This chapter sets out a clear and ambitious vision for the future of Bruce Grove. It should be read together with Shaping Tottenham, which articulates how the Council will work with its partners to deliver this vision.

Historic Environment

4.19 The Bruce Grove neighbourhood has a rich and varied heritage. To protect and enhance this, development should take a conservation-led approach, investing in and leveraging this wealth of built heritage to strengthen the historic identity of Bruce Grove, stimulate economic growth, and provide a sense of belonging for the local community.

4.20 Development proposals should highlight heritage assets and implement placemaking interventions such as public realm improvements, public art and wayfinding to help tell the story of Bruce Grove, not just the visible built heritage, but archaeological heritage, and the intangible cultural heritage that comes from its diverse communities. This will build on Council initiatives like 'Tottenham Tales'. A key strategic ambition is improving physical and perceptual connections between the historic High Road and town centre and Bruce Castle historic quarter.

4.21 Many of the shopfronts in Bruce Grove, particularly along the High Street have been significantly altered with unsympathetic ground floor units. The Council will require any changes to result in improvements to the shopfronts in keeping with the Bruce Grove Conservation Area shopfront Design Guide.

4.22 Bruce Grove has a number of conservation areas and listed buildings that are identified as 'Heritage at Risk'. The Council will continue to work with landowners, developers, leaseholders and the local community to secure the long term future of these assets

Town Centres and the High Road

4.23 Bruce Grove District Centre contains a strong retail offer that the Council seeks to maintain and grow. New retail uses should be directed to the High Road Primary Shopping Area in the first instance. The Council will support new town centre uses that create a more diverse offer and help to activate the public realm and attract more visitors, such as cafes, restaurants, independent businesses, and culture and leisure uses. The centre has an overconcentration of hot food takeaways and gambling, pawnbroker and pay day loan shops which has a negative impact on the wellbeing of local residents.

4.24 The wealth of heritage in Bruce Grove and surrounds provides an opportunity for new and existing businesses to curate a unique identity and selling point through conservation-led restoration and retrofit.

4.25 Bruce Grove's accessibility and its commercial offer makes it an attractive location for new workspace. Appropriate locations for office and workspace include above ground level shops, High Road backland sites and along side streets either side of the High Road, retaining the High Road ground floor Primary Shopping frontage for active retail and leisure uses.

Connectivity

4.26 Bruce Grove is in the centre of Tottenham and plays a key role in connecting its many destinations. Its street pattern is oriented towards north-south connections, so there is a need to improve pedestrian and cycling east-west connections, between the High Road and nearby community hubs and assets, including Lordship Recreation Ground, Downhill Park, Broadwater Farm, and Bruce Castle and Bruce Castle Park to the west and Tottenham Hale District Centre, Down Lane Park, Hartington Park and Lee Valley Regional Park to the east.

4.27 There is an opportunity to leverage development within the High Road corridor to address high rates of traffic collisions, reduce existing street clutter and improve crossings and pavement quality to establish a safer and more welcoming environment for its many users. Development along the side street system, east of the High Road, will enable new and safer pedestrian connections to and alongside the High Road, providing alternative north-south routes to the busy High Road.

4.28 In addition to improvements to Cycle Superhighway 1, the cycle network would benefit from new infrastructure, particularly along the High Road, along Lordship Lane, and the western portion of The Roundway. More cycle parking spaces should be provided throughout the neighbourhood, but particularly along the High Road.

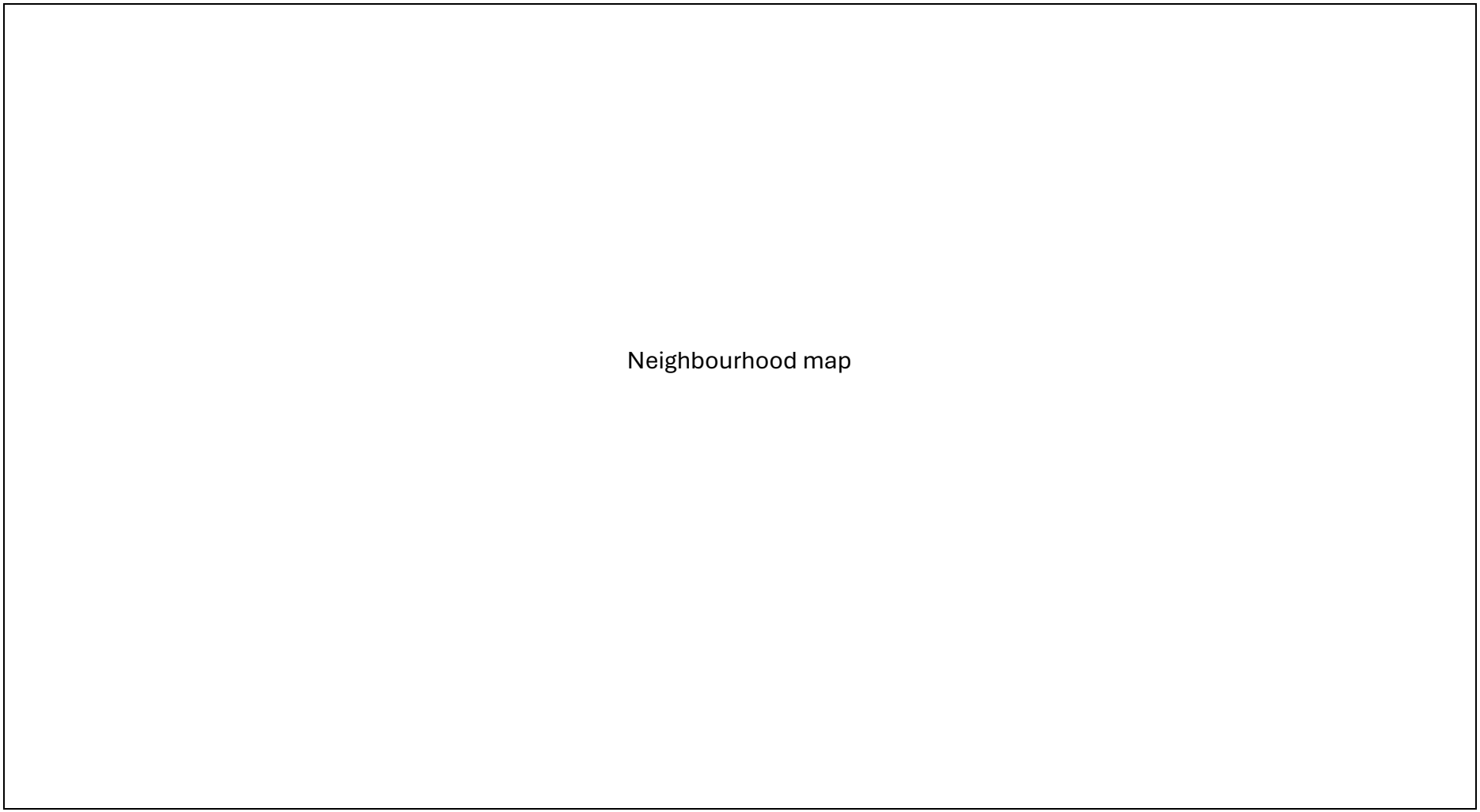
Public realm

4.29 While Lordship Recreation Ground, Downhills Park, Hartington Park and Bruce Castle Park provide good access to public open space in the east and north of the neighbourhood, there remain deficiencies in the south and east and a need to improve access to the Lee Valley Regional Park. To address this, proposals should create new or expanded smaller open spaces and pocket parks. There are opportunities to improve access to existing open spaces, support community parklets in higher density residential areas and business parklets in commercial areas such as the High Road.

4.30 Crime and anti-social behaviour are among top concerns raised by residents. This is a particular issue along and behind the High Road where quiet and poorly lit side streets can attract undesirable activities. Proposals should look to activate these spaces with positive activities and apply Designing Out Crime principles.

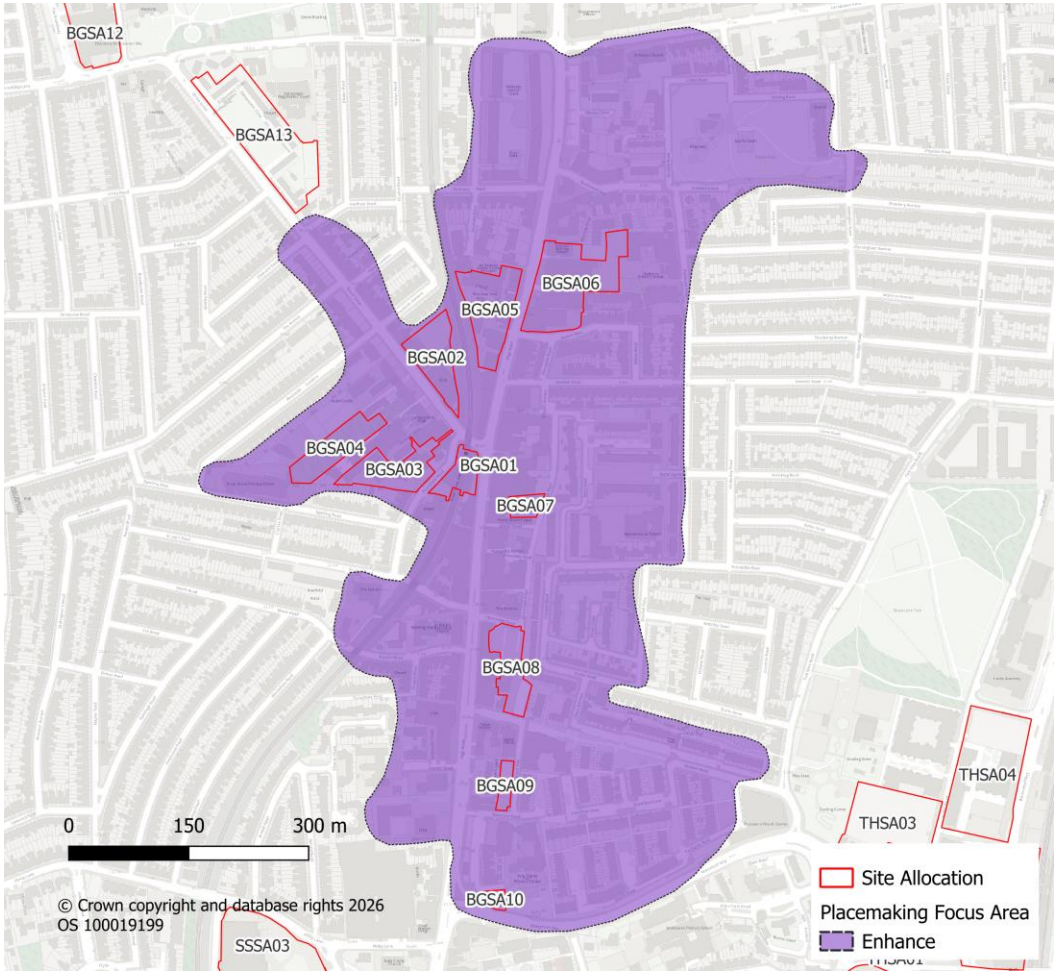
4.31 Bruce Grove has one of the lowest levels of canopy coverage in the borough and has a high level of heat risk. Proposals should address this by enhancing the provision of green infrastructure.

Placemaking Strategies + Site Allocations



Tables and Figures 90. Map of Placemaking Focus Areas in XXXXXX

BG PFA1: Bruce Grove High Road Corridor



Tables and Figures 91. Map of Placemaking Focus Area XXXXX

Strategy

4.32 The Bruce Grove High Road Corridor is a dynamic and bustling area, well-connected by public transport and known for its historic architecture and attractors like Holcombe Market and Roller Nation.

4.33 Infill, redevelopment and retrofit within the corridor will help diversify the current offer of the area with new independent businesses, workspaces, and leisure uses, creating a vibrant environment during the day and evening.

4.34 Development will also support significant improvements to the public realm, enhancing Holcombe Market and revitalising the alleys and car parks behind the High Road with art, green infrastructure and temporary uses to increase footfall, provide spaces for the community to come together, and ensure this area feels safe and accessible for everyone to use.

4.35 Development will be conservation-led, restoring and celebrating the historic environment to ensure a strong and positive identity that attracts visitors and supports the local economy.

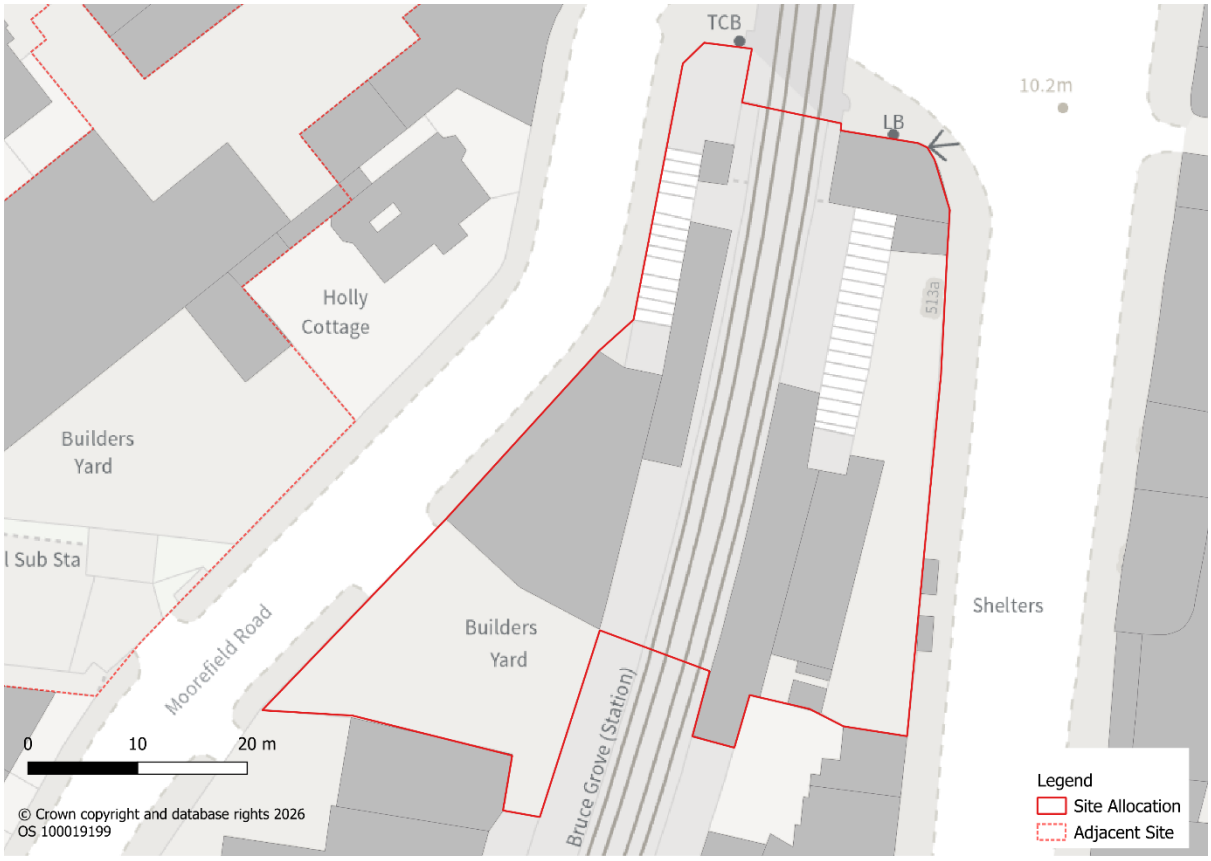
4.36 This strategy will be implemented through adherence to Policy BGN1, the site allocations outlined below, and the following initiatives.

- Enhancing Holcombe Market to act as a catalyst for the activation and diversification of the town centre offer at Bruce Grove. This includes new and improved public realm, signage, lighting, landscaping and drainage, improved provision for market stalls and potential for an events space. There is also potential for an additional market at Scotland Green.
- Resisting the overconcentration of betting shops and fast-food takeaways and supporting a healthier food and beverage offer.
- Creating greener, safer, expanded and better-connected public realm that attracts more pedestrians and cyclists by:
    - Taking a strategic approach to creating a vibrant and pedestrian-focused series of side streets and public spaces around the High Road, including along Stoneleigh Road, Holcombe Road, Brook Street, St Loys Road, and Morrisons Yard.
    - Establishing a new public open space at ‘The Cloud Garden’ to improve access to nature and open space.
    - Enhancing footways along Bruce Grove to improve movement and bus passenger waiting facilities.

- Delivering new green infrastructure to provide shade, shelter and address air pollution. A large portion of the PFA sits within an Air Quality Focus Area.
- Working collaboratively with businesses to consolidate and improve waste management, loading, unloading and deliveries along the High Road corridor.
- Enhancing local landmarks and their historic settings including the Tottenham Police Station, Bruce Grove Station, Palace Cathedral(former Tottenham Palace Theatre), the High Cross Monument, St Mark's Church, and 1-10 Bruce Grove Road.
- Taking a conservation-led approach to development, including:
    - Maintaining the diverse and vibrant character of the High Road, with a range of buildings of varying scale, origin, and design which, together with the elevated railway line, provide a strong sense of enclosure.
    - Lighting buildings and public spaces to enhance the appreciation and significance of heritage assets, having regard to heritage guidance, and create a safer public realm.
    - Refurbishing or redeveloping buildings which negatively contribute to the High Road conservation
    - Supporting opportunities to reflect archaeological significance through public realm improvements, interpretation and architectural detailing.
- Signalling and enhancing views and thresholds into the High Road, including:
    - The view east, from Bruce Grove Road, interrupted by the bridge but still giving a sense of 'anticipation' of the busy town centre.
    - The view along the High Road of long continuous terraces
    - The view down Chestnut Road towards the Palace Cathedral (former Tottenham Palace Theatre).
    - The Monument Way/ High Road and High Cross Monument which signals entry into the Bruce Grove neighbourhood from the east and south.

Site Allocations

BG SA01: Bruce Grove Station



Tables and Figures 92. Xxx

Site Information	Details
Address	Corner of Bruce Grove, Tottenham High Road and Moorefield Road, N17
Area [ha]	0.21
PTAL	5
Planning designations and constraints	Article 4 - HMOs Opportunity Area PFA Enhance Area Creative Enterprise Zone (CEZ) Partially in a District Centre Partially in a Primary Shopping Area Source Protection Zone (SPZ) – SPZ2 Outer Partially in an Ecological Corridor Archaeological Priority Area (APA) - Tier 2 Conservation Area Locally Listed Buildings Adjacent to Locally Listed Buildings
Relevant permissions	N/A

Indicative capacities	10 homes (net), 600sqm town centre and office/workspace
Phasing	2028-2037
Ownership	Public and Private

Tables and Figures 93. Xxx

A. Proposal

Improvements to Bruce Grove Station and forecourt to bring the historic railway arches into active use, create a vibrant High Road frontage with new town centre uses, and enhance the public realm. Mixed-use development on the builder's merchants will provide additional active town centre uses and could also provide new visitor accommodation.

B. Masterplanning, engagement and delivery

Consider opportunities for meanwhile uses on the site.

Early engagement is required with the Council, Transport for London, Places for London, and Network Rail to ensure proposals deliver and do not compromise the operation of, or future improvements to, transport infrastructure. Yards.

C. Land uses and activities

Existing land uses: infrastructure (train station), industrial (builders merchant)

Acceptable land uses: retail/town centre, office/workspace, residential and visitor accommodation

- Provide town centre uses that increase footfall and contribute to a vibrant and active town centre, including retail, food and beverage, community and cultural uses.

- Residential uses may be incorporated on upper floors as part of mixed-use redevelopment of the existing builder's merchant site. Visitor accommodation to attract visitors to the area may also be suitable on the existing builder's merchant site.

D. Built form, character and heritage

Deliver a high-quality design response that reflects the site's prominent location and enhances the significance of Bruce Grove Station as a landmark, heritage asset and key transport gateway.

Development proposals must be designed to conserve and enhance the character of the Bruce Grove Conservation Area and the significance and setting of existing heritage assets, including the locally listed station building (a local landmark), highlighting its focal location within the Conservation Area.

The eastern railway arches should be brought back into use, accommodating town centre uses to activate the forecourt area and High Road.

An innovative and high-quality single storey design on the existing station forecourt, linked to the arched openings for the station, will be supported.

An active, lively frontage onto the High Road is required that complements the existing station.

Development of the builder's merchant should allow for an appreciation of the form of the station building, responding positively to the locally listed community centre to the south, and creatively integrating the western arches into its design to conserve their heritage value.

E. Movement and Public Realm

Proposals should:

Development should improve the public realm outside the station.

High-quality wayfinding should be provided to key destinations.

Space should be provided for greening including a landscaped court at the northern end of the existing forecourt with the potential for it to be connected to the station and used as an outdoor area to a restaurant unit.

The pavement on Tottenham High Road should be widened.

Proposals should contribute to accessibility improvements at the station. Opportunities to provide additional public cycle parking should be pursued.

F. Environment and Sustainability

Engage with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development. Address the site's high heat risk through the provision of urban cooling measures.

Green infrastructure should be provided within the station forecourt to help 'green' the High Road and to support the ecological corridor.

The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

BG SA02: Former Bruce Grove Cinema and Banqueting Suite



Tables and Figures 94. Xxx

Site Information	Details
Address	110-119 Bruce Grove, N17 6UR
Area [ha]	0.44
PTAL	5
Planning designations and constraints	Article 4 - HMOs Opportunity Area PFA Enhance Area Creative Enterprise Zone (CEZ) Partially in a District Centres Adjacent to an Ecological Corridor Partially in a Risk of Surface Water Flooding Area – Medium & High Source Protection Zone (SPZ) - SP2 Outer Partially in an Archaeological Priority Area (APA) - Tier 2 Partially in a Conservation Area Listed Building – Grade II Locally Listed Buildings Adjacent to Listed Buildings

Relevant permissions	HGY/2020/0003 & HGY/2020/0004
Indicative capacities	20 homes (net), cultural ( )and town centre ()[TS1.1]
Phasing	2033-2042
Ownership	Public and Private

Tables and Figures 95. Xxx

A. Proposal

Retrofit and redevelopment of this site to retain and enhance its role as an important piece of cultural infrastructure in Bruce Grove and continue the restoration of its heritage assets. The Council has already invested in the restoration and retrofit of the Grade II listed public conveniences into a community café and public toilet, securing its long-term future.

Development will improve the site's relationship with the street, and along with new development of the rear car park, introduce a wider range of town centre and employment uses, together with new homes.

B. Masterplanning, engagement and delivery

The allocation should be brought forward in a comprehensive and coordinated manner. Development proposals must demonstrate how they contribute to the delivery of the wider allocation, including supporting infrastructure, public realm, movement improvements and placemaking objectives identified in this allocation. Proposals, where appropriate, should:

- Demonstrate how the former Bruce Grove Ballroom (110-116 Bruce Grove), recently restored and Grade II listed public toilets, and former Bruce Grove cinema entrance block will be retained and enhanced.
- Take a retrofit first approach to development of the former cinema auditorium.
- Explore opportunities for the creation of a cultural precinct, providing new culture and leisure uses along side streets within the site.

C. Land uses and activities

Existing land uses: community (church), cultural, leisure, sport and recreation (Roller Nation), retail/town centre (banqueting suite).

Acceptable land uses: community, cultural, leisure, sport and recreation, retail/town centre cand residential

- Retain and strengthen active ground-floor town centre uses along the Bruce Grove frontage, creating a vibrant frontage that supports vitality, footfall and pedestrian activity.
- Opportunities should be explored to provide workspace that supports local employment needs, with a particular focus on creative industry workspace that strengthens and contributes to the growth of the cultural cluster.
- Locate residential uses predominantly on upper floors as part of a mixed-use development.

D. Built form, character and heritage

Proposals must be designed to conerve and enhance the character of the Bruce Grove Conservation Area and the significance and setting of existing heritage assets, including the listed former Bruce Grove public conveniences, locally listed former Bruce Grove Cinema (both of which are local landmarks) and the listed buildings opposite.

Efforts to redevelop or improve the incongruous early 2000s extension to the eastern elevation of the cinema will be supported.

Restoration of the original features of the auditorium flank wall facing Bruce Grove will be supported. This includes restoration of its distinctive lighting, highlighting it as a local landmark and cultural destination.

A heritage-sensitive additional storey extension to the banqueting suite will be supported where it can be demonstrated that it enhances the setting and character of the building, and the wider conservation area. This should include restoration of the ground floor shopfronts.

Active frontages should be provided at ground floor level.

E. Movement and public realm

Development should deliver improved public realm that enhances the character of the Bruce Grove Conservation Area

F. Environment and sustainability

Engage with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development. Address the site's high heat risk through the provision of urban cooling measures. .

Opportunities to enhance/support the adjacent ecological corridor along the railway line should be considered.

The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

BG SA03: Tottenham Delivery Office



Tables and Figures 96. Xxx

Site Information	Details
Address	Rear of 5 Bruce Grove and Delivery Office and builder's yard on Moorefield Road
Area [ha]	0.44
PTAL	4-5
Planning designations and constraints	Article 4 - HMOs Opportunity Area PFA Enhance Area Creative Enterprise Zone (CEZ) Partially in a District Centre Source Protection Zone (SPZ) - SP2 Outer Partially in an Archaeological Priority Area (APA) - Tier 2 Conservation Area Adjacent to Listed Buildings – Grade II
Relevant permissions	N/A
Indicative capacities	65 homes, 1000 sqm employment uses
Phasing	2033-2037
Ownership	Private

Tables and Figures 97. Xxx

A. Proposal

Mixed-use redevelopment of this site to re-provide employment floorspace, deliver new homes, a new pedestrian link to the Cloud Garden and improved active frontage along Moorefield Road.

B. Masterplanning, engagement and delivery

The site should be brought forward in a comprehensive and co-ordinated manner to best optimise the placemaking opportunity.

C. Land uses and activities

Existing land uses: Industrial and office/workspace (postal delivery office and builders' merchants).

Acceptable land uses: Office/workspace and residential.

Re-provide existing employment floorspace. Alternative approaches may be supported where it can be robustly demonstrated that they would deliver equivalent or greater employment benefits, including increased job creation.

D. Built form, character and heritage

Conserve and enhance the character of the Bruce Grove Conservation Area and the significance and setting of existing heritage assets, in particular the listed buildings along Bruce Grove Road and the locally listed buildings at 6 and 22 Moorefield Road.

Provide passive surveillance with good levels of visibility and lighting along the new pedestrian route to the Cloud Garden.

Where the site interfaces with existing residential properties, back gardens of new homes should meet the back gardens of existing properties.

E. Movement and public realm

A new route through the site should allow for pedestrian connections between Moorefield Road and Champa Close enabling access to the Cloud Garden. This should allow access to the properties along it but not be a through-route for vehicles.

Contributions will be sought towards improvement of public realm along Moorefield Road and Bruce Grove, including to the forecourt of 1-5 Bruce Grove.

F. Environment and sustainability

Deliver increased greening along Moorefield Road and green pedestrian route to the Cloud Garden

Address the site's high heat risk through the provision of urban cooling measures.

Engage with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

BG SA04: Cloud Garden



Tables and Figures 98. Xxx

Site Information	Details
Address	Land to the rear of 7-8 Bruce Grove
Area [ha]	0.41
PTAL	4-5
Planning designations and constraints	Article 4 - HMOs Creative Enterprise Zone (CEZ) Opportunity Area PFA Enhance Area Designated Open Space Site of Importance for Nature Conservation (SINC) - Local Source Protection Zone (SPZ) - SP2 Outer Adjacent to Listed Buildings Conservation Area
Relevant permissions	HGY/2022/4536 Appeal reference: APP/Y5420/W/23/3321012
Indicative capacities	5 homes. 0.2ha public open space
Phasing	2028-2032
Ownership	Private

Tables and Figures 99. Xxx

A. Proposal

To deliver on longstanding community ambitions to enhance the site's ecological value, celebrate its history (including its relationship to Luke Howard, the 'namer of clouds'), and provide accessible high-quality public open space in an area identified in the Council's Open Spaces Study as being deficient in open space. Modest residential development on a portion of the site is appropriate where it helps to achieve these ambitions.

The site has permission in principle, secured on appeal, for residential development alongside the provision of public open space and landscaping.

B. Masterplanning, engagement and delivery

A masterplan is required for this site to ensure it is developed in coordination with adjacent landowners and a cohesive approach is taken to establishing the new public open space, providing appropriate easy access to it and integrating it with adjacent social infrastructure.

A collaborative and meaningful engagement process should be followed throughout planning and development of the site, particularly the open space elements, in keeping with the Placemaking Approach. A co-design approach to establishing the public open space together with the local community is strongly supported.

50% of the site should be provided as public open space in perpetuity to be secured via a S106 agreement.

C. Land uses and activities

Existing land use: Designated open space

Acceptable land uses: Designated open space and residential

Residential development will only be supported where it enables the delivery of the community benefits identified in this site allocation.

D. Built form, character and heritage

Proposals should be designed to conserve and enhance the character of the Bruce Grove Conservation Area and the setting of existing heritage assets, particularly the listed buildings along Bruce Grove and the listed wall which bounds the site to the south east.

Proposals should relate positively to the public open space, this includes:

Providing passive surveillance and other Designing out Crime safety measures;

Framing the park and views of it

Using landscaping and building materials that complement the park's character

Maximising natural light into the park

Historical and cultural landscape design should be used to communicate local history and create a strong sense of place.

E. Movement and public realm

A contiguous public open space of at least 0.2ha must be provided to help address an identified open space deficiency in this part of Bruce Grove and justify the loss of part of the existing open space for residential development.

Early engagement must occur prior to submitting a planning application to agree a suitable approach to the long-term management and maintenance of the public open space.

F. Environment and sustainability

A Green and Blue Infrastructure Plan (which may be part of a Design and Access Statement) must be provided setting out how the development has been designed to put into practice the Green & Blue Infrastructure Principles in this plan. Proposals must be accompanied by a comprehensive ecological impact assessment.

Proposals must enhance and not adversely affect (either directly or indirectly) the Site of Importance for Nature Conservation. Protection of biodiversity must be appropriately demonstrated via an ecological assessment prepared by a suitably qualified person.

Engage with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

BG SA05: 545-577 Tottenham High Road



Tables and Figures 100. Xxx

Site Information	Details
Address	545-577 Tottenham High Road
Area [ha]	0.61
PTAL	5
Planning designations and constraints	Article 4 - HMOs Opportunity Area PFA Enhance Area Creative Enterprise Zone (CEZ) Partially in a District Centre Partially in a Primary Shopping Area Source Protection Zone (SPZ) - SP2 Outer Adjacent to an Ecological Corridor Archaeological Priority Area (APA) - Tier 2 Conservation Area Locally Listed Buildings Adjacent to Listed and Locally Listed Buildings
Relevant permissions	HGY/2021/0723
Indicative capacities	N/A

Phasing	2033-2037
Ownership	Public and Private

Tables and Figures 101. Xxx

A. Proposal

This section of the High Road contains several poor-quality buildings that detract from the conservation area along with underappreciated heritage assets. This site allocation supports conservation-led restoration and redevelopment to enhance the character of the conservation area, better celebrate heritage assets and provide new and improved town centre, workspace and social infrastructure uses alongside public realm improvements to support a vibrant historic high street.

B. Masterplanning, engagement and delivery

Proposals should demonstrate meaningful engagement with neighbouring landowners to explore opportunities for more comprehensive and co-ordinated development.

C. Land uses and activities

Proposals should demonstrate meaningful engagement with neighbouring landowners to explore opportunities for more comprehensive and co-ordinated development.

Land uses and activities

Existing land uses: retail/town centre, community (including a school, community centre and religious facilities)

Acceptable land uses: town centre, office/workspace, residential, cultural and community

- New residential uses are appropriate on upper floors where they do not result in a reduction in employment and town centre floorspace

Retain or re-provide community and cultural uses floorspace in accordance with Policy S2.

D. Built form, character and heritage

Conserve and enhance the character of the Bruce Grove and Scotland Green Conservation Areas and the significance and setting of the many existing heritage assets within the site and its surrounds.

557 to 565 High Road and 545a-545 High Road are identified as negative contributors to the conservation area and should be refurbished or redevelopment to ensure the buildings positively contribute to the conservation areas. Locally listed buildings and existing positive contributors must be retained.

The building line along the High Road must be maintained.

Heights along the High Road should be in keeping with the established pattern of 2 to 3 storeys. Heights at the back of the High Road must be limited so as not to detract from the setting of heritage assets and the character of the High Road, including views of the site and the statutory listed buildings at 581-585b and listed boundary walls, when approaching from the north.

E. Movement and public realm

Deliver public realm improvements to the side streets leading to the back of the High Road to facilitate pedestrian connections to backland activities and enhance the setting of heritage assets and the character of the conservation area. This includes enhancing views towards the locally listed 551b High Road (former electricity sub-station), 579 High Road (an 18th century barn), and appreciation of the listed boundary walls along 581-585 High Road.

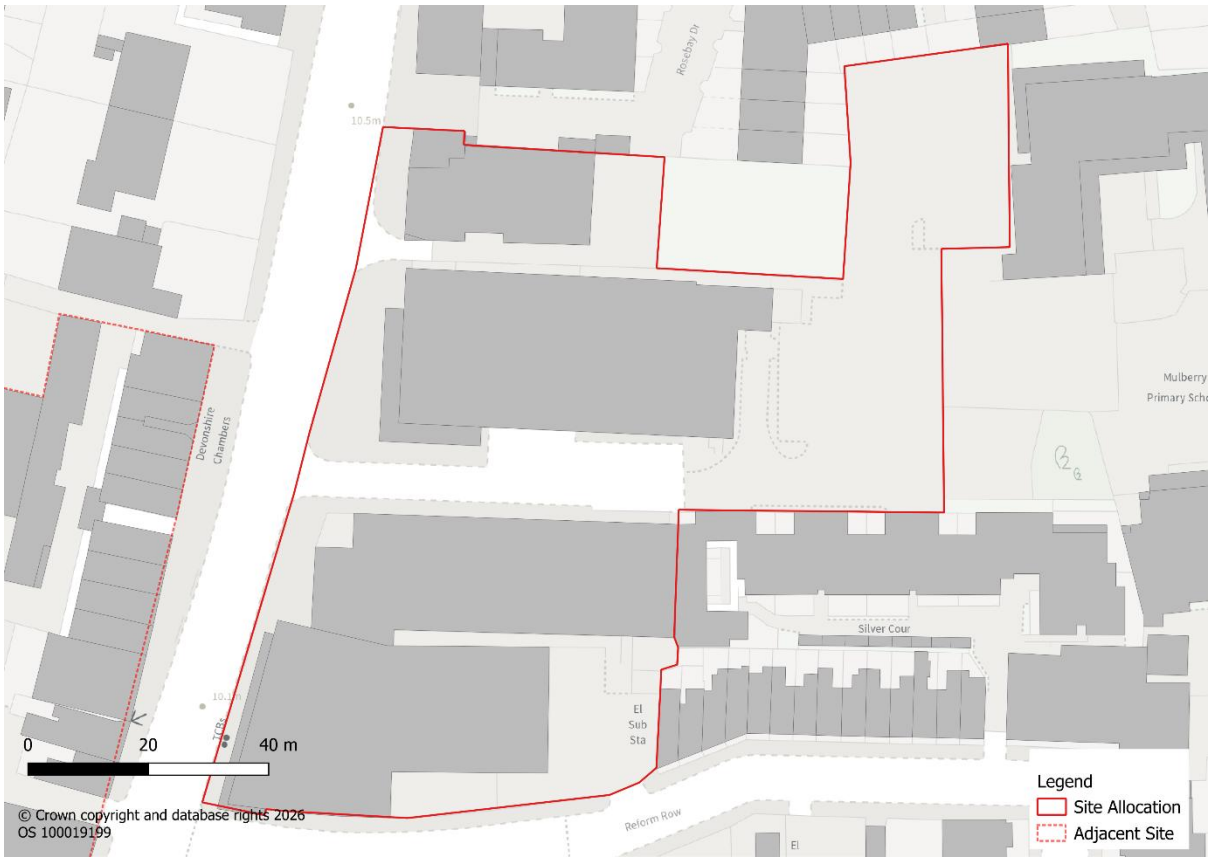
F. Environment and sustainability

Address the site's high heat risk through the provision of urban cooling measures.

Opportunities should be taken to enhance the adjacent ecological corridor along the railway line.

The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

BG SA06: Aldi



Tables and Figures 102. Xxx

Site Information	Details
Address	570-592 High Rd, London, N17 9TA
Area [ha]	0.95
PTAL	5
Planning designations and constraints	Article 4 - HMOs Opportunity Area PFA Enhance Area Creative Enterprise Zone (CEZ) Partially in a District Centre Partially in a Primary Shopping Area Source Protection Zone (SPZ) - SP2 Outer Partially in a Conservation Area Archaeological Priority Area (APA) - Tier 2 Locally Listed Buildings Adjacent to Statutory Listed Buildings
Relevant permissions	N/A
Indicative capacities	50
Phasing	203-2042
Ownership	Mix of private and public freehold and leasehold

Tables and Figures 103. Xxx

A. Proposal

This site allocation supports mixed-use redevelopment and retrofit of existing buildings to better complement the historic environment. Development will re-provide and enhance existing social infrastructure and workspace, as well as the supermarket, while accommodating new town centre uses, homes, green infrastructure and an enhanced and expanded public realm.

B. Masterplanning, engagement and delivery

A masterplan is required for this site. It will need to cover all land parcels within this allocation showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the site allocation.

There should be early engagement with and between landowners to enable co-ordinated masterplanned development that optimises land use and safeguards a potential northern extension of the east of High Road side street system, continuing from Honeysett Road.

C. Land uses and activities

Existing land use: Retail/town centre (supermarket), leisure (gym), office/workspace and community

Acceptable land uses: retail/ town centre, office/workspace, cultural and leisure, and community

- Retain or re-provide the Friends Meeting House, ensuring the continued provision of community and faith facilities within the area.
- Re-provide the existing supermarket and The Grove Business Centre as part of any redevelopment.
- Provide active ground-floor town centre uses within the District Centre and re-provide retail floorspace within the Primary Shopping Area to maintain and strengthen the town centre's retail function.

D. Built form, character and heritage

The site is partially within the Bruce Grove and Scotland Green Conservation Areas. Proposals must be designed to conserve and enhance the character of these conservation areas and the significance and setting of existing heritage assets, particularly the statutory listed buildings opposite the High Road.

The locally listed building at 596 High Road must be retained and enhanced. The remaining buildings on site are either neutral or negative contributors to the conservation areas and should be refurbished or redeveloped to ensure the buildings positively contribute to the conservation areas' character. This includes re-

establishing the High Road building line with complementary form, massing and detailing.

Building heights should be limited to 2-3 storeys along the High Road, with heights able to rise towards the centre of the site. Care must be taken not to adversely affect the privacy and security of The Mulberry Primary School and surrounding residential uses.

Active frontages should be provided along the High Road and any new public spaces.

E. Movement and public realm

Proposals should provide an enhanced and expanded public realm, that includes measures for improved safety and accessibility, maximising opportunities for greening, and spaces for rest and social interaction.

Proposals should deliver or safeguard an extension of the eastern side street system from Reform Road/ Honeysett Road northward, providing improved access to the Mulberry Tree Community Garden.

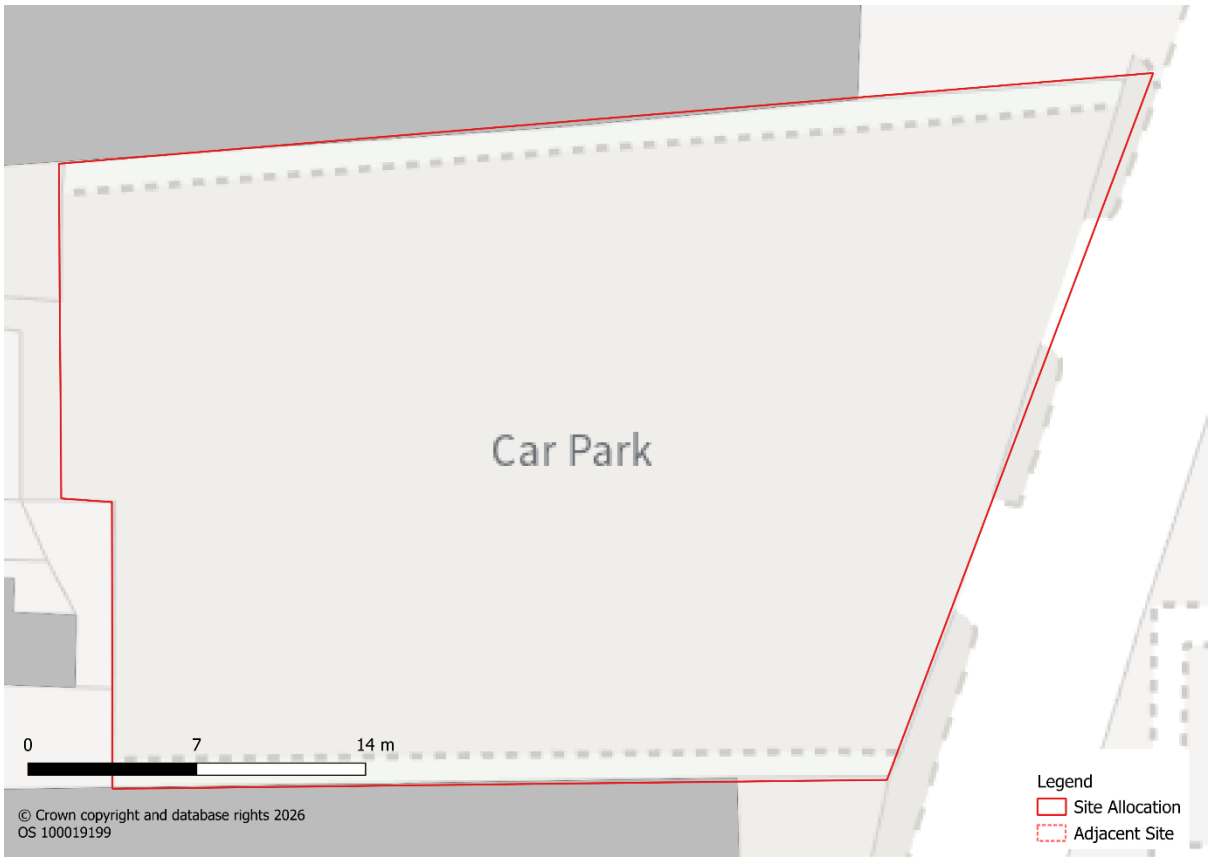
F. Environment and sustainability

Demonstrate that adequate water infrastructure capacity is available to support development. Where appropriate, this should be informed by modelling of potential impacts on the water network and early engagement with Thames Water, including consideration of any capacity constraints at the sewage treatment works.

Address the site's high heat risk through the provision of urban cooling measures.

The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

BG SA07: Stoneleigh Carpark C



Tables and Figures 104. Xxx

Site Information	Details
Address	302 Stoneleigh Rd, N17 9JG
Area [ha]	0.11
PTAL	5
Planning designations and constraints	Article 4 - HMOs Opportunity Area PFA Enhance Area Creative Enterprise Zone (CEZ) Source Protection Zone (SPZ) – 2 Archaeological Priority Area (APA) - Tier 2 Adjacent to a Conservation Area Adjacent to Locally Listed Buildings
Relevant permissions	N/A
Indicative capacities	20 homes plus 250sqm employment
Phasing	2028-2032
Ownership	Public

Tables and Figures 105. Xxx

A. Proposal

Infill residential or mixed-use development of Stoneleigh Road Car Park C providing new homes and an enhanced public realm to contribute to a safer, greener, more activated and accessible, pedestrian-focused environment behind the High Road.

B. Masterplanning, engagement and delivery

A masterplan is not required for this site.

Development proposals must be informed by a comprehensive and inclusive engagement process. Particular consideration should be given to how development may affect inclusive access to the town centre, ensuring that changes enhance connectivity, safety and the overall experience for all town centre users.

C. Land uses and activities

Existing land uses: Surface level car park

Acceptable land uses: Office/workspace and residential

- Explore opportunities to provide ground-floor office/workspace uses, particularly creative workspace, along Stoneleigh Road.

D. Built form, character and heritage

Active frontages should be provided along Stoneleigh Road.

The site is adjacent to the Bruce Grove Conservation Area. Proposals must conserve and enhance the character of the Bruce Grove Conservation Area and the significance and setting of existing heritage assets, including the locally listed buildings to the east and south of the site.

Building height should be in keeping with the character of the surrounding area, with taller elements located along Stoneleigh Road to activate it and provide passive surveillance.

The massing of the development should complement the setting and views towards the locally listed Brook Street Chapel, maintaining an appreciation of its silhouette when viewed from the south.

E. Movement and public realm

The public realm along Stoneleigh Road and Brook Street should be enhanced to deliver a more pedestrian-focused environment which is green, safe and accessible to all.

A Transport Assessment must be provided to demonstrate that the loss of car parking will not have unacceptable impacts, particularly in relation to inclusive and safe access.

F. Environment and sustainability

Engage with Thames Water at an early stage to ensure sufficient wastewater infrastructure capacity is available to support development. Proposals should protect the mature tree at the rear of the site and provide additional greenery and landscaping.

Address the site's high heat risk through the provision of urban cooling measures.

The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

BG SA08: Stoneleigh Carpark A and B



Tables and Figures 106. Xxx

Site Information	Details
Address	Car Park A and B, Stoneleigh Road, London, N17 9BQ
Area [ha]	0.38
PTAL	6a
Planning designations and constraints	Article 4 - HMOs Opportunity Area PFA Enhance Area Creative Enterprise Zone (CEZ) Partially in a District Centre Risk of Surface Water Flooding - Medium & High Archaeological Priority Area (APA) - Tier 2 Partially in a Conservation Area Adjacent to Listed Buildings – Grade II Adjacent to Locally Listed Buildings
Relevant permissions	HGY/2019/1141: Approval of details attached to original granted planning permission HGY/2014/3174 for construction of 4 storeys / 7 flats, land to the rear of 418 High Road (lapsed)
Indicative capacities	30 homes, 800sqm employment uses
Phasing	2028-2032

Ownership	Public and Private

Tables and Figures 107. Xxx

A. Proposal

Mixed-use development of Stoneleigh Road Car Parks A and B providing new homes, employment space, and an enhanced public realm. Development will help deliver a safer, greener, more activated and accessible, pedestrian-focused environment behind the High Road.

B. Masterplanning, engagement and delivery

Development proposals for Stoneleigh Carpark A and B must demonstrate cohesive and co-ordinated planning and design that contributes to the comprehensive enhancement of the side street system east of the High Road. A masterplan is strongly encouraged to optimise placemaking opportunities, ensure integration with surrounding uses, and support delivery of a vibrant, pedestrian-focused environment.

Development proposals must be informed by a comprehensive and inclusive engagement process. Particular consideration should be given to how development may affect inclusive access to the town centre, ensuring that changes enhance connectivity, safety and the overall experience for all town centre users.

C. Land uses and activities

Existing land uses: Surface level car park, industrial (vehicle services), retail (restaurant), and office/workspace.

Acceptable land uses: Retail, office/workspace, community and residential.

- Deliver active ground-floor uses on Stoneleigh Road, with particular emphasis on the frontage opposite the Beehive Public House, creating a more vibrant and attractive public realm.

D. Built form, character and heritage

The site is adjacent to the Bruce Grove Conservation Area and partially within the Tottenham Green Conservation Area. Development proposals must conserve and enhance the character of this conservation area and the significance and setting of existing heritage assets, including the Grade II listed Beehive Public House (a local landmark) immediately to the north of the site.

Building height should be in keeping with the character of the surrounding area and avoid dominating the high street frontage and Beehive Public House.

Massing should be designed to allow an appreciation of the front of the Grade II listed Beehive Public House from the pedestrian connection between Stoneleigh Road and Chestnut Road, with view studies undertaken to inform determination of the building line.

An active frontage should be provided along Stoneleigh Road and the pedestrian route through to Chestnut Road.

E. Movement and public realm

A small public space or extended public realm should be created on the corner of Stoneleigh Road and the pedestrian route through to Chestnut Road. This space should:

- Facilitate views of the Beehive Public House approaching from the south
- Provide opportunities to socialise
- Contain infrastructure to facilitate pop-up activities
- Provide secure public cycle parking

A pedestrian connection through to Circular Road/ Scales Road should be created

A Transport Assessment must be provided must be provided to demonstrate that the loss of car parking will not have unacceptable impacts, particularly in relation to inclusive and safe access.

F. Environment and sustainability

Engage with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

The mature tree at the south of the site should be retained.

Address the site's high heat risk through the provision of urban cooling measures.

BG SA09: Rycroft Way Carpark



Tables and Figures 108. Xxx

Site Information	Details
Address	Car Park, Rycroft Way, Tottenham, London
Area [ha]	0.1
PTAL	6a
Planning designations and constraints	Article 4 - HMOs Opportunity Area PFA Enhance Area Creative Enterprise Zone (CEZ) Adjacent to a Conservation Area Adjacent to Locally Listed Buildings Archaeological Priority Area (APA) - Tier 2
Relevant permissions	N/A
Indicative capacities	15 homes
Phasing	2028-2032
Ownership	Public

Tables and Figures 109. Xxx

A. Proposal

Residential infill development of the Rycroft Way Car Park to provide new homes and an enhanced public realm. Development will help to deliver a safer, greener more activated environment behind the High Road.

B. Masterplanning, engagement and delivery

A masterplan is not required for the site.

Development proposals must be informed by a comprehensive and inclusive engagement process. Particular consideration should be given to how development may affect inclusive access to the town centre, ensuring that changes enhance connectivity, safety and the overall experience for all town centre users.

C. Land uses and activities

Existing land uses: Residential, surface level car park, and undesignated open space.

Acceptable land uses: Residential.

D. Built form, character and heritage

Building heights should be in keeping with the character of the surrounding area and should drop down in scale to respect the height of buildings along Somerset Road.

Active frontages should be provided along Rycroft Way and Somerset Road, providing passive surveillance.

The site is within the setting of the Tottenham Green Conservation Area and should enhance its character, including maintaining the strong presence of the locally listed Former Tottenham Grammar School (now Tottenham Green Workshops) to the south.

E. Movement and public realm

Development should deliver or contribute to improvements to the adjacent public realm. This includes an opportunity to create new public realm at the eastern end of Somerset Road with improved connections through to Hamilton Close.

A Transport Assessment must be provided to demonstrate must be provided to demonstrate that the loss of car parking will not have unacceptable impacts, particularly in relation to inclusive and safe access.

F. Environment and sustainability

Engage with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

Proposals should retain and protect the existing mature trees.

Address the site's high heat risk through the provision of urban cooling measures.

BG SA10: Welbourne Road Carpark



Tables and Figures 110. Xxx

Site Information	Details
Address	Car park, Welbourne Road Carpark, High Road, N17 6QA
Area [ha]	0.06
PTAL	6a
Planning designations and constraints	Article 4 - HMOs Opportunity Area PFA Enhance Area Creative Enterprise Zone (CEZ) Adjacent to a Conservation Area Archaeological Priority Area (APA) - Tier 2
Relevant permissions	N/A
Indicative capacities	10 homes
Phasing	2028-2032
Ownership	Public

Tables and Figures 111. Xxx

A. Proposal

Residential development of the Welbourne Road Carpark alongside public realm and landscaping improvements.

B. Masterplanning, engagement and delivery

A masterplan is not required for this site.

C. Land uses and activities

Existing land uses: Surface level car parking.

Acceptable land uses: Residential.

D. Built form, character and heritage

The site is adjacent to the Tottenham Green Conservation Area. Development proposals must conserve and enhance the character of the conservation area and the significance and setting of existing heritage assets. This includes positively responding to the terraces to the north and their distinct castellated form.

Building height and massing should be in keeping with the character of the surrounding area and serve to positively frame the High Road/ Monument Way intersection and the High Cross monument.

Active frontages should be provided along street fronts and to the public realm at the High Cross intersection.

Proposals must avoid adverse impacts on the privacy and security of the adjacent primary school.

E. Movement and public realm

Development should deliver public realm and landscaping improvements.

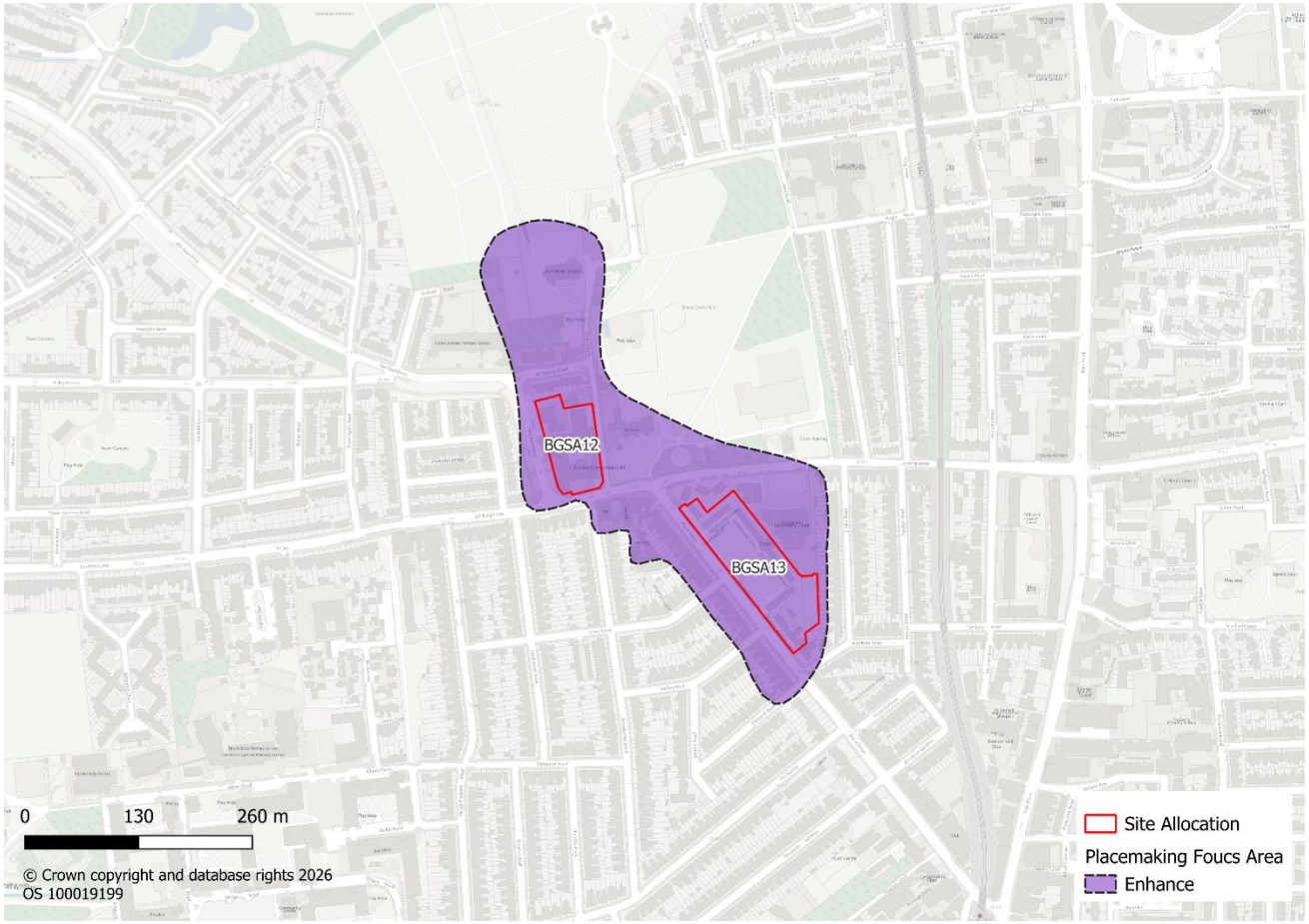
F. Environment and sustainability

Engage with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

Address the site's high heat risk through the provision of urban cooling measures.

The large mature tree on the southern boundary must be retained and adjacent mature trees should be protected.

BG PFA2: Bruce Castle Heritage Quarter



Tables and Figures 112. Map of Placemaking Focus Area XXXXX

Strategy

4.137 Bruce Castle and Bruce Castle Park are two of Haringey's most treasured historic landmarks. Today they are home to the Bruce Castle Museum and Archive and offer a range of community, cultural and leisure activities.

4.138 Future development in this area will protect and help enhance the historic environment, making it easier for people to appreciate, access and enjoy everything the area has to offer. This includes introducing new, complementary uses and an improved public realm in and around Bruce Castle.

4.139 This strategy will be implemented through adherence to Policy BGN1, the site allocation outlined below, and the following initiatives.

- The Council is working with local heritage, cultural, educational and community stakeholders to develop and promote the Bruce Castle Heritage Quarter. This collaborative initiative has a broader geographical extent, scope and set of objectives than the Bruce Castle Placemaking Focus Area, but shares the ambition of conserving, enhancing and celebrating the area's unique heritage, cultural and community assets.

- conserve and enhance the character of the Bruce Castle and All Hallows Conservation Area and Peabody Cottages Conservation Area and the setting and significance of the listed and locally listed buildings. The Council will work positively and proactively with Historic England to secure the future of assets on the national 'heritage at risk' register.

- Ensure that new development complements and enhances the area's rich historic character.

- Support a range of community and cultural uses for buildings within the Bruce Castle heritage site where this will support greater engagement with heritage, result in the conservation of the historic buildings and can take place without loss of character or causing harm to the buildings' significance.

- Restore the historical character of the locally listed shops and public house on the south side of Bruce Grove. Proposals and uses for the shops which better activate the public realm, relate positively to Bruce Castle and enable the removal of car parking, which currently detracts from the conservation area, such as retail and food and beverage uses, will be supported.

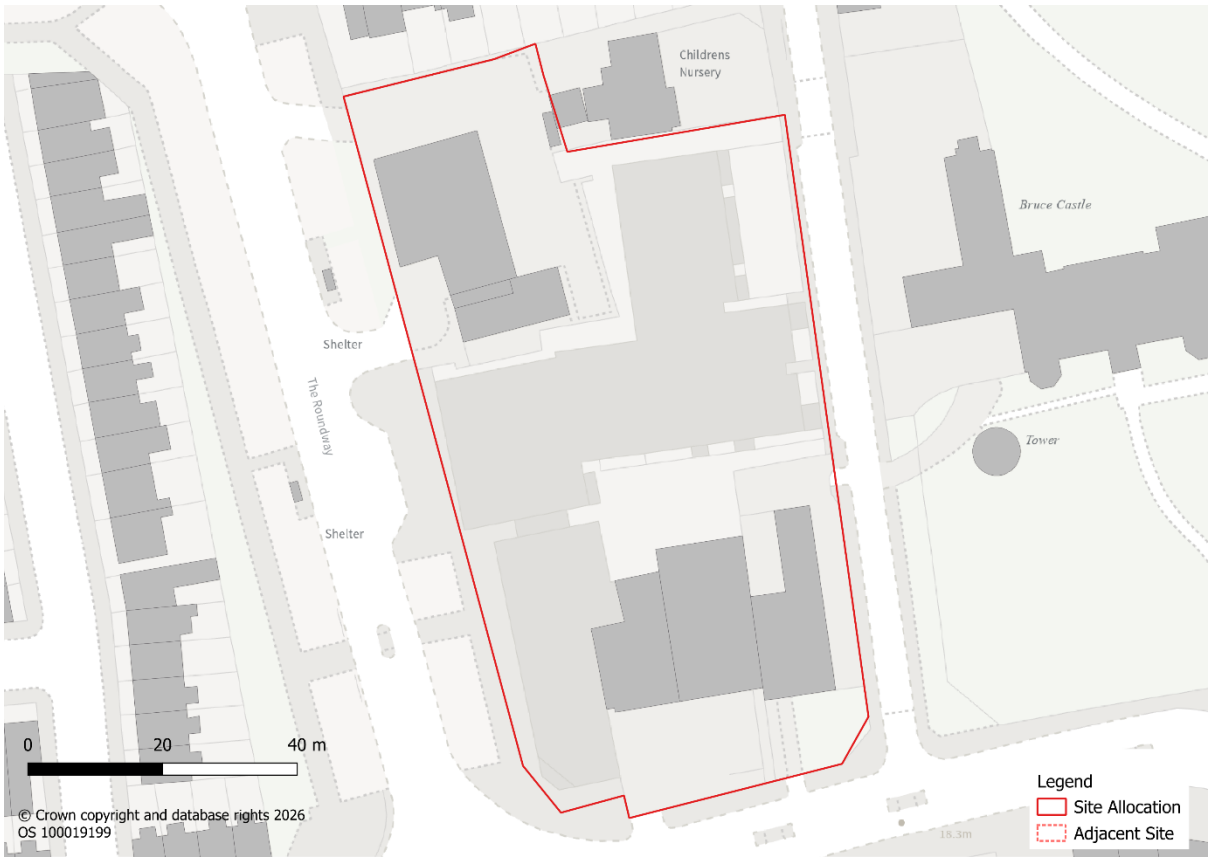
- Support landscape improvements to the Drapers Alms Houses and the reinstatement of historically accurate timber windows and doors, front boundary walls and consolidating detracting clutter in front yards along Bruce Grove, to enhance their role in connecting the historic town centre with Bruce Castle.

- Support public realm and transport improvements within the area to:

- Enhance the setting and appreciation of and access to Bruce Castle as a local landmark and heritage asset.

- Improve the ease and safety of pedestrian and cycle movements, particularly at the roundabouts and along Cycle Superhighway 1.
- Create a more engaging public realm around the Bruce Grove/ Lordship Lane roundabout.
- Reduce street clutter that detracts from the heritage assets.
- Reduce air pollution, particularly at the Bruce Grove/ Lordship Lane intersection which is identified as an air quality hotspot.
- Provide new active workspace and retail uses near the main entrance to Bruce Castle to support its role as a cultural destination.

BG SA12: The Roundway



Tables and Figures 113. Xxx

Site Information	Details
Address	58-62 Lordship Lane, 311-315 The Roundway and 12 Church Lane, Tottenham N17
Area [ha]	0.59
PTAL	2-4
Planning designations and constraints	Article 4 - HMOs PFA Enhance Area Proximity to a Statutory Main River Adjacent to Blue Ribbon Network Partially in a Conservation Area Adjacent to Archaeological Priority Area (APA) - Tier 3 Adjacent to Listed Buildings Adjacent to Locally Listed Buildings
Relevant permissions	HGY/2022/0967
Indicative capacities	30 additional homes to those already completed, 150sqm employment uses
Phasing	2032-2036
Ownership	Private
Address	58-62 Lordship Lane, 311-315 The Roundway and 12 Church Lane, Tottenham N17

Tables and Figures 114. Xxx

A. Proposal

Continuation of the mixed-use development of the existing low-density employment uses to provide replacement employment floorspace and new homes. The site is in a prominent location at the northern end of Bruce Grove where it connects with the Roundway and Lordship Lane. Conservation-led development is required to enhance the setting of Bruce Castle heritage site.

Development has been completed on the majority part of the site allocation under planning permission HGY/2022/0967, providing 76 new homes, new employment floorspace, landscaping and a new pedestrian route between The Roundway and Church Lane.

B. Masterplanning, engagement and delivery

A masterplan was agreed through planning permission HGY/2022/0967 setting out how the sites adjacent to the recently developed part of the site could be developed. As such a new masterplan is not required.

There is a substation in the south west corner of the site which will need to be considered in liaison with UK Power Networks and retained or re-provided.

C. Land uses and activities

Existing land uses: Industrial, office/workspace and infrastructure (electrical substation) and residential.

Acceptable land uses: Office/workspace and residential.

D. Built form, character and heritage

- The site is adjacent to the Bruce Castle and All Hallows Conservation Area and the Peabody Cottage Conservation Area. Development proposals must conserve and enhance the character of the conservation area and the significance and setting of existing heritage assets, including the Grade I listed Bruce Castle and Tower (local landmarks).

- A detailed heritage based urban design appraisal should be carried out prior to any future development proposals to establish agreed principles regarding acceptable height, scale and massing that should form part of any development brief for the site.

- The prominent location of the south eastern part of the site allocation lends itself to the creation of a visible architectural landmark, marking the entrance and setting of Bruce Castle. It could act as a ‘wayfinder’ for the heritage assets nearby. This should be achieved by virtue of its design rather than height and should be such that it is not intrusive to the setting of Bruce Castle or its grounds.

- Heights should be limited adjacent to the nursery and the existing houses to the north of the site.

- New development should attempt to continue the street frontages on all sides and should respect the scale of terraces within the Peabody Estate Conservation Area.

E. Movement and public realm

Recent development of the majority of the allocation will improve local connectivity to and from Bruce Castle Park via a new east-west pedestrian route.

To mitigate the impacts of the development, proposals for the remaining land parcels may be required to make contributions to Bruce Castle Park and to improve access to it.

Proposals should explore opportunities to implement appropriate signage and wayfinding to key destinations to enhance the visibility of Bruce Castle and the wider historic quarter.

Proposals should contribute to cycleway improvements, particularly along Church Street, which is part of Cycle Superhighway 1.

F. Environment and sustainability

Development should protect existing mature trees on the edge of the site.

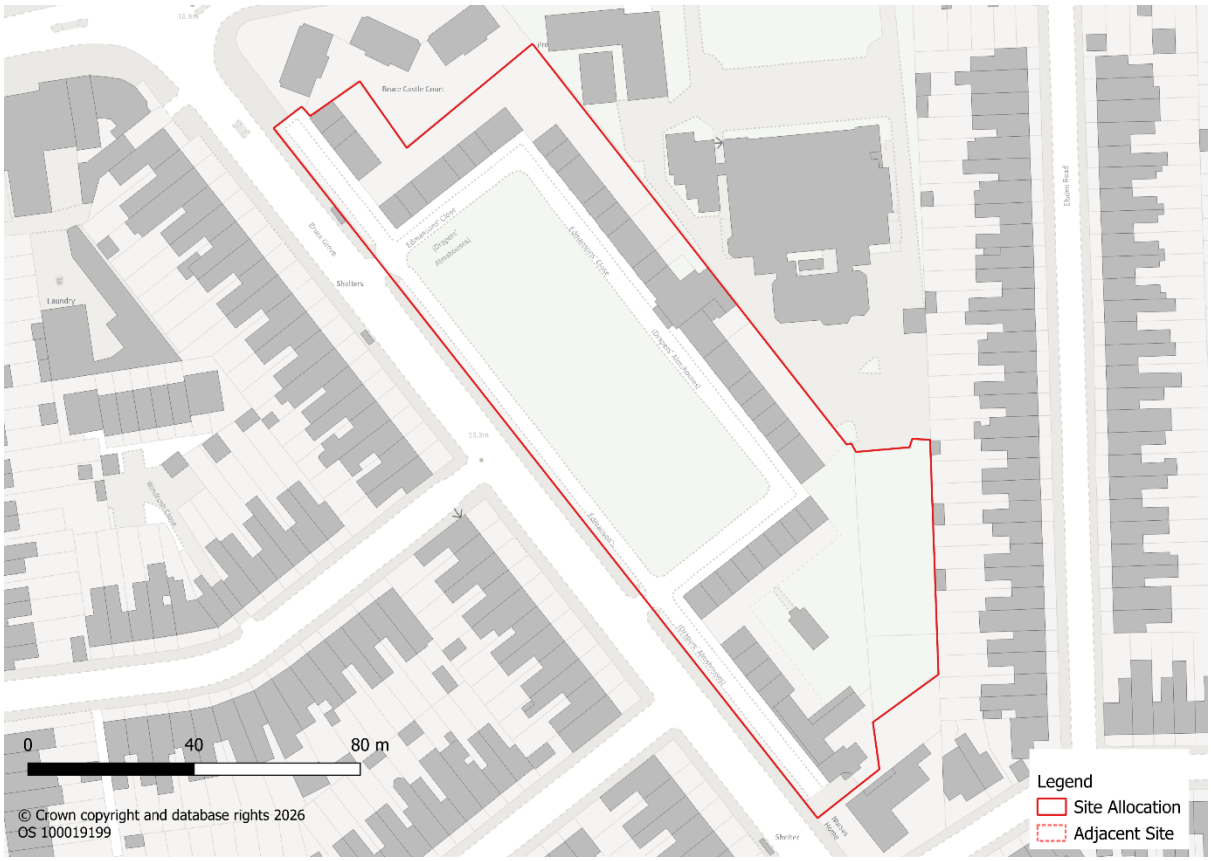
Address the site's high heat risk through the provision of urban cooling measures.

Safeguard the adjacent Main River and ensure development does not adversely affect its flood risk, ecological or operational functions. Early engagement with the Environment Agency is required, and any necessary Flood Risk Activity Permits must be secured prior to the commencement of works.

Contribute to the restoration, enhancement and public enjoyment of the Blue Ribbon Network, and investigate opportunities to deculvert the Moselle Brook and restore it as an accessible blue-green asset.

Engage with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

BG SA13: The Drapers Almshouses



Tables and Figures 115. Xxx

Site Information	Details
Address	The Drapers Almshouses, Edmansons Close, Bruce Grove, London, N17 6XD
Area [ha]	1.17
PTAL	2-4
Planning designations and constraints	Article 4 - HMOs PFA Enhance Area Source Protection Zone (SPZ) - SPZ2 Outer Partially in an Archaeological Priority Area (APA) - Tier 3 Conservation Area Historic Parks Listed Building – Grade II Adjacent Listed and Locally Listed Buildings
Relevant permissions	HGY/2022/4319 & HGY/2022/4320
Indicative capacities	N/A
Phasing	2027-2031
Ownership	Private
Address	The Drapers Almshouses, Edmansons Close, Bruce Grove, London, N17 6XD

Tables and Figures 116. Xxx

A. Proposal

Conservation-led restoration, retrofit and redevelopment to secure the long-term future of this important site containing statutory listed buildings and locally listed park and gardens and to enhance its contribution to the Bruce Castle Conservation Area and local community.

There is an approved planning permission for this site for alterations and extensions to existing almshouses to create new homes and the demolition of the existing laundry building and 1970s infill building and replacement with a new apartment building.

B. Masterplanning, engagement and delivery

A masterplan is not required but a comprehensive and conservation-led approach must be taken to proposals as part of securing the long-term future of the site.

C. Land uses and activities

Existing land uses: Residential (including specialist older persons' and affordable housing), community (currently vacant).

Acceptable land uses: Community, cultural and residential uses

- Retain and restore the chapel for community or cultural uses.
- New residential development will be permitted on this site to help secure the long-term future of the site and protect the range of community benefits it currently provides.

D. Built form, character and heritage

- A detailed heritage appraisal should be carried out prior to any future development proposals to establish agreed principles regarding acceptable height, scale, massing and landscaping.
- Existing original almshouses should all be retained and development located in areas identified as less sensitive to change. The frontage of the buildings should be restored and their appreciation enhanced.
- Opportunities for new houses and flatted blocks are limited to space to the rear of the existing almshouses.

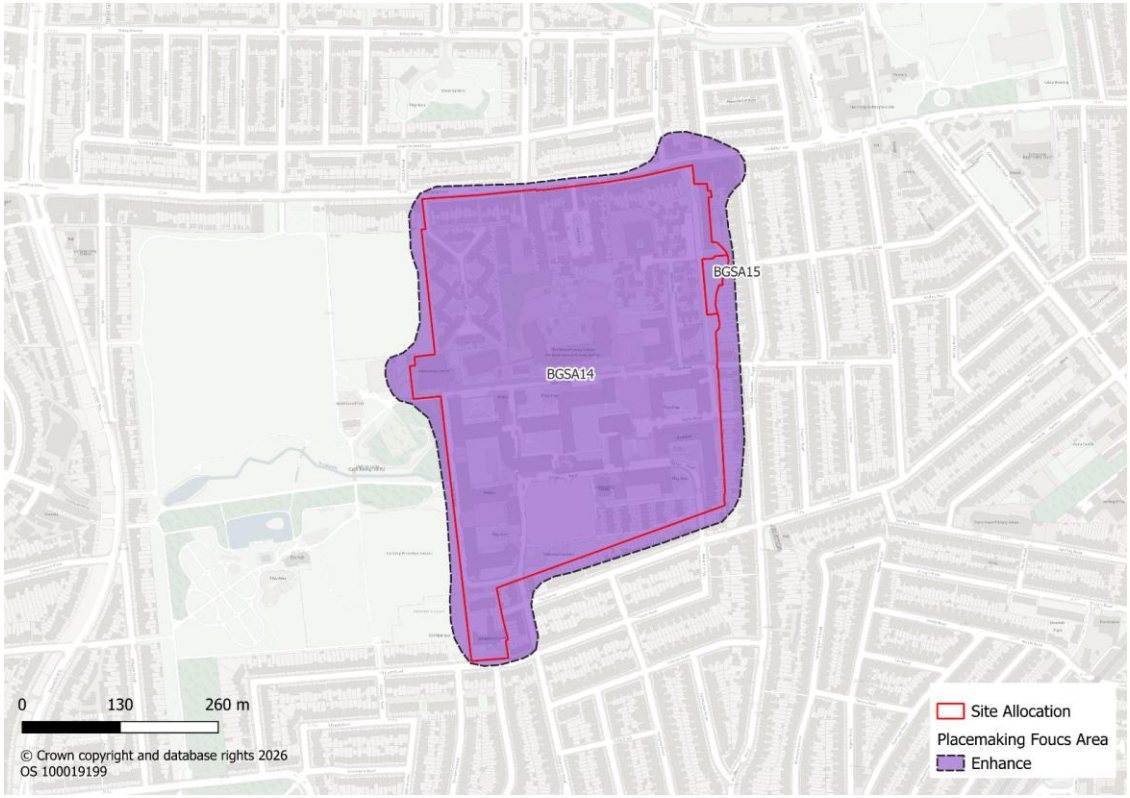
E. Movement and public realm

- Proposals should include improvement to the front courtyard in keeping with its heritage values and should consider how landscaping interacts with the Bruce Grove frontage, offering enhanced views of the heritage assets.

F. Environment and sustainability

- Proposals should enhance biodiversity on the site in a manner that does not undermine heritage values.
- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.
- Engage with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

BG PFA3: Broadwater Farm



Tables and Figures 117. Map of Placemaking Focus Area XXX

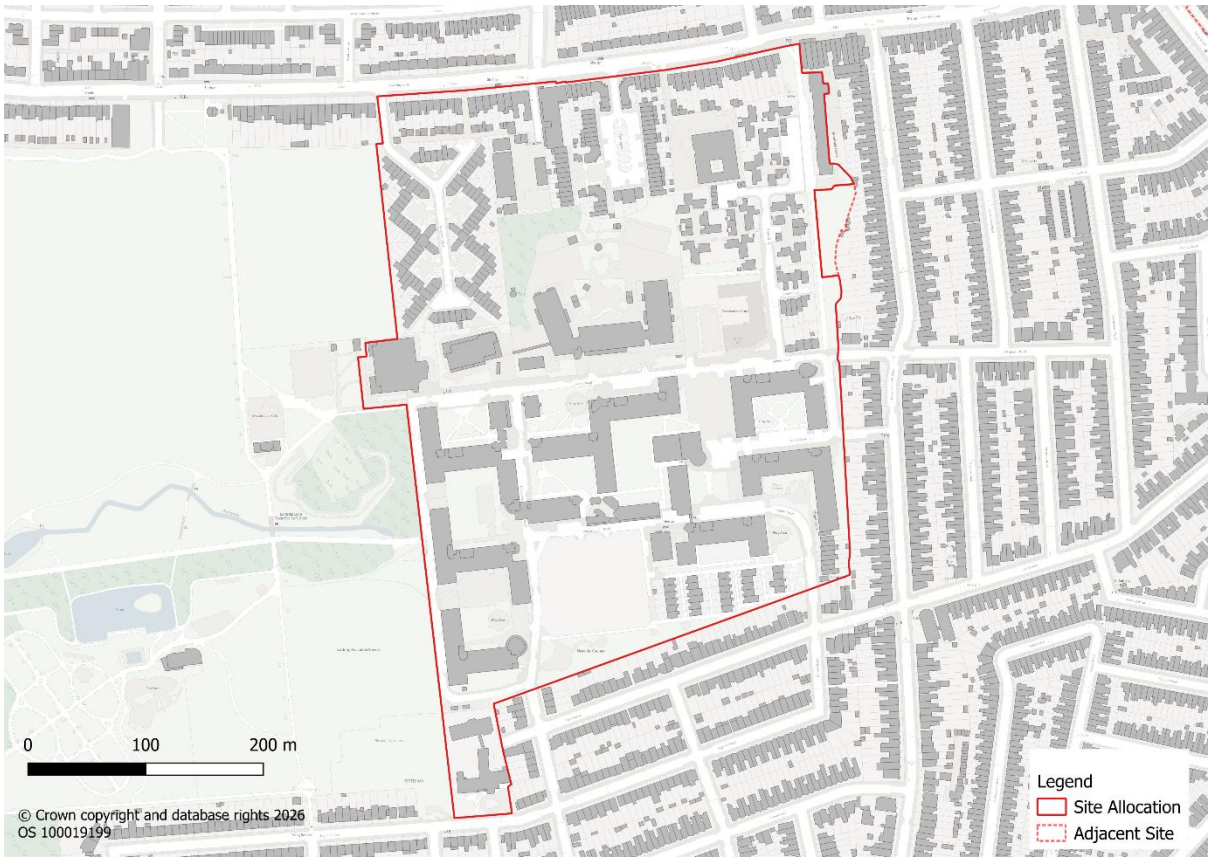
Strategy

4.150 The Broadwater Farm Estate and its surrounds will be enhanced in collaboration with its community to be a safe, welcoming neighbourhood. The area will be a lively place, with high quality homes, affordable workspaces and improved open spaces and facilities supporting a strong sense of community and creating opportunities for residents to play, work and socialise.

4.151 This strategy will be implemented through adherence to Policy BGN1, the site allocation outlined below, and the following strategic objectives.

- Redefine the character of existing streets to encourage active travel and make better connections to the wider area. Streets should be clear routes that are defined by the buildings connecting key destinations.
- Improve the character of the estate, creating a greener, more sustainable and friendly environment. Open spaces should feel safe and welcoming.
- Retain the historic significance of the statutory listed mosaic mural previously located at Tangmere Block.
- Activate and improve the ground floor experience. Existing facilities should be improved and some re-located in new buildings.
- Improve the sense of arrival to the estate. New buildings should relate to the estate character and that of surrounding streets. The size and layout of new buildings should aid wayfinding and address security.
- Existing and new homes should have access to safe and secure communal entrances, bins and bike stores. All homes must be designed to be comfortable, and thermally efficient. New developments should provide more family homes on the Estate in response to housing need.
- Enhance the quality and appearance of shopfronts, their forecourts, and adjacent public realm along Lordship Lane.
- Help to meet housing needs for the Gypsy, Roma and Traveller Community through the provision of pitches at Brookside Green.

BG SA14: Broadwater Farm



Tables and Figures 118. Xxx

Site Information	Details
Address	Broadwater Farm housing estate, N17
Area [ha]	18.63
PTAL	1b-3
Planning designations and constraints	Article 4 - HMOs PFA Enhance Area Potentially Suitable for Tall Buildings Flood Zone 2 & 3 Risk of Surface Water Flooding – Medium & High Partially in a Critical Drainage Area Proximity to a Statutory Main River Adjacent to Blue Ribbon Network Partially in Metropolitan Open Land (MOL) Site of Importance for Nature Conservation (SINC) - Local Adjacent to a Conservation Area
Relevant permissions	HGY/2022/0823 HGY/2024/3522
Indicative capacities	Indicative capacities will be confirmed through updates to the Spatial Framework

Phasing	2028-2042
Ownership	Public and Private
Address	Broadwater Farm housing estate, N17

Tables and Figures 119. Xxx

A. Proposal

Retrofit, redevelopment and placemaking improvements to provide new and improved homes, better infrastructure, and an enhanced and expanded public realm in a way that builds on the area's positive qualities and strong sense of community.

As part of its commitment to bring about the most wide-reaching improvements to the estate since it was built over 50 years ago, the Council has secured planning permission for the demolition of the existing Tangmere, Northolt, Stapleford North, enterprise centre, medical centre and energy centre buildings and erection of 294 new homes for Council Rent in a mix of houses and flats, as well wellbeing hub, replacement enterprise centre and a retail unit. This follows a resident ballot in early 2022 when residents of the estate voted in favour of the Council's proposals for the estate.

Subject to further engagement, there remains potential for additional retrofit and redevelopment within Broadwater Farm Estate.

B. Masterplanning, engagement and delivery

A Council-approved Spatial Framework is in place for the allocation (the Broadwater Farm Urban Design Framework). Development proposals must accord with the most up-to-date approved Framework and any associated masterplans, as read alongside and updated by relevant Local Plan policies and this site allocation.

Where proposals seek a substantial uplift in density, including through additional tall buildings, they must be supported by a clear strategy for the timely delivery of infrastructure necessary to accommodate that growth. This should include improvements to public transport, walking and cycling accessibility, the provision of new and enhanced social infrastructure, and convenient access to a range of day-to-day services, facilities and amenities.

Updates to the Spatial Framework and any masterplans should be shaped by a comprehensive and meaningful programme of community and stakeholder engagement, in accordance with the Council's Placemaking Approach and the principles of the Haringey Deal.

Major development proposals for individual phases, development parcels or landholdings should be supported by a masterplan demonstrating how they contribute to and implement the objectives, principles and spatial framework established by the approved Spatial Framework and set out in this allocation.

C. Land uses and activities

Existing land uses: Residential and community uses.

Acceptable land uses: Residential, employment, community and cultural uses.

- Provide a mix of housing tenures and types to meet the diverse needs of Haringey's communities and facilitate social integration, with a strong focus on providing family housing.

- Where redevelopment occurs, existing social rented council homes should be re-provided, secure tenants should be offered suitable alternative accommodation, and measures should be taken to support resident leaseholders from the Broadwater Farm Estate to remain within the area where possible.

- Re-provide existing employment, community and cultural uses and, where appropriate, relocated them to more prominent and accessible locations that better address streets and public spaces.

- Design buildings to maximise active frontages throughout the estate.

- Incorporate active ground floor frontages along key routes and prominent corners along Adams Road and Willan Road to contribute to activity, animation and passive surveillance.

- Activate undercroft spaces at key locations to better define streets and public spaces, improve legibility, and contribute to a safe and attractive public realm.

D. Built form, character and heritage

- Redevelopment of Tangmere House must conserve the significance of the listed mosaic mural, ensuring it is appropriately incorporated into the development and prominently displayed in a manner that conserves its heritage significance.

- This site is appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10 and the Haringey Tall Buildings study.

- To strengthen the sense of arrival, new buildings should relate positively to the character of the estate and surrounding streets. Building scale and layout should support legibility, aid wayfinding and promote a safe and secure environment.

E. Movement and public realm

- A clear street hierarchy should be established, with improved connections to the surrounding local network, particularly to key destinations including local schools, Children's Centre, Community Centre, retail units, Lordship Recreation Ground, Lordship Lane, Philip Lane and Bruce Grove.

- A series of new and enhanced shared and public spaces should be provided, equipped with improved play facilities and generous green infrastructure.

    - A new Community Park should be created in the heart of the estate
    - Public realm interventions should improve the relationship with surrounding social infrastructure and open space assets, including the community centre, schools, wellbeing hub and Lordship Recreation Ground

- Pedestrians should be prioritised on existing streets through footway improvements and rationalised parking layouts.
- Cycle routes should be established through the site, connecting to Cycle Superhighway 1 and key destinations including Lordship Recreation Ground, Lordship Lane, Bruce Grove District Centre, and Philip Lane.
- Development proposals should increase access to bus stops on Lordship Lane and the W4 bus stop within the estate. The Council will advocate for the delivery of two-way buses on the W4 route.
- Development proposals should reduce car dominance, consolidating parking and vehicular routes to allow for more pedestrian quiet streets.

F. Environment and sustainability

- Demonstrate that adequate water infrastructure capacity is available to support development. Where appropriate, this should be informed by modelling of potential impacts on the water network and early engagement with Thames Water, including consideration of any capacity constraints at the sewage treatment works.
- Safeguard the adjacent Main River and ensure development does not adversely affect its flood risk, ecological or operational functions. Early engagement with the Environment Agency is required, and any necessary Flood Risk Activity Permits must be secured prior to the commencement of works.
- Contribute to the restoration, enhancement and public enjoyment of the Blue Ribbon Network, and investigate opportunities to deculvert the Moselle Brook and restore it as an accessible blue-green asset.
- Address the site's high heat risk through the provision of urban cooling measures.
- Development should mitigate and where possible improve local air quality and the noise environment.

BG SA15: Brookside Green



Tables and Figures 120. Xxx

Site Information	Details
Address	Brookside Green, N17 6HZ
Area [ha]	0.16
PTAL	2
Planning designations and constraints	Article 4 - HMOs PFA Enhance Area Partially within Flood Zone 2 & 3 Partially within Risk of Surface Water Flooding Area – Medium & High Partially in a Critical Drainage Area Proximity to a Statutory Main River Adjacent to Blue Ribbon Network
Relevant permissions	Current planning and listed building consent applications: HGY/2022/4319 & HGY/2022/4320
Indicative capacities	2 pitches
Phasing	2027-2032
Ownership	Public

Tables and Figures 121. Xxx

A. Proposal

Provision of two new permanent gypsy and traveller pitches as part of a new site at Brookside Green to support the borough's Gypsy, Roma and Traveller Community.

B. Masterplanning, engagement and delivery

Proposals should be subject to early and meaningful community engagement.

C. Land uses and activities

Existing land uses: Undesignated open space.
Acceptable land uses: Gypsy and traveller pitches.

D. Built form, character and heritage

The layout of the site, associated facilities and landscaping, must be well planned to ensure the amenity of site residents and adjoining occupiers and facilitate the proper integration of the site within the surrounding environment and communities.

The site should have appropriate boundary walls and fences to maintain the security and privacy of occupiers and adjacent residential properties.

E. Movement and public realm

- Safe and suitable access will be required for the vehicular route into the site.
- It must be demonstrated that the site will have no adverse traffic impacts.

F. Environment and sustainability

Existing mature trees should be retained and protected.

New planting and landscaping should be introduced.

Safeguard the adjacent Main River and ensure development does not adversely affect its flood risk, ecological or operational functions. Early engagement with the Environment Agency is required, and any necessary Flood Risk Activity Permits must be secured prior to the commencement of works. The Council will require proposals to robustly demonstrate that the development can be made safe for the proposed use over its lifetime.

Other Site Allocations in Bruce Grove

BG SA16: Rear of the Roundway



Tables and Figures 122. Xxx

Site Information	Details
Address	Rear of 167 Roundway, N17
Area [ha]	0.15
PTAL	3
Planning designations and constraints	Article 4 - HMOs Risk of Surface Water Flooding – Medium & High Critical Drainage Area
Relevant permissions	N/A
Indicative capacities	3 pitches
Phasing	2027-2031
Ownership	Public
Address	Rear of 167 Roundway, N17

Tables and Figures 123. Xxx

Proposal

Provision of three new permanent gypsy and traveller pitches as part of a new site at the rear of 167 Roundway to support the borough's Gypsy, Roma and Traveller Community.

Masterplanning, engagement and delivery

Proposals should be subject to early and meaningful community engagement.

Land uses and activities

Existing land uses: Temporary modular homes, undesignated open space.

Acceptable land uses: Gypsy and traveller pitches.

Built form, character and heritage

The layout of the site, associated facilities and landscaping, must be well planned to ensure the amenity of site residents and adjoining occupiers and facilitate the proper integration of the site within the surrounding environment and communities.

The site should have appropriate boundary walls and fences to maintain the security and privacy of occupiers and adjacent residential properties.

Movement and public realm

Safe and suitable access will be required for new vehicular routes into the site.

It must be demonstrated that the site will have no adverse traffic impacts.

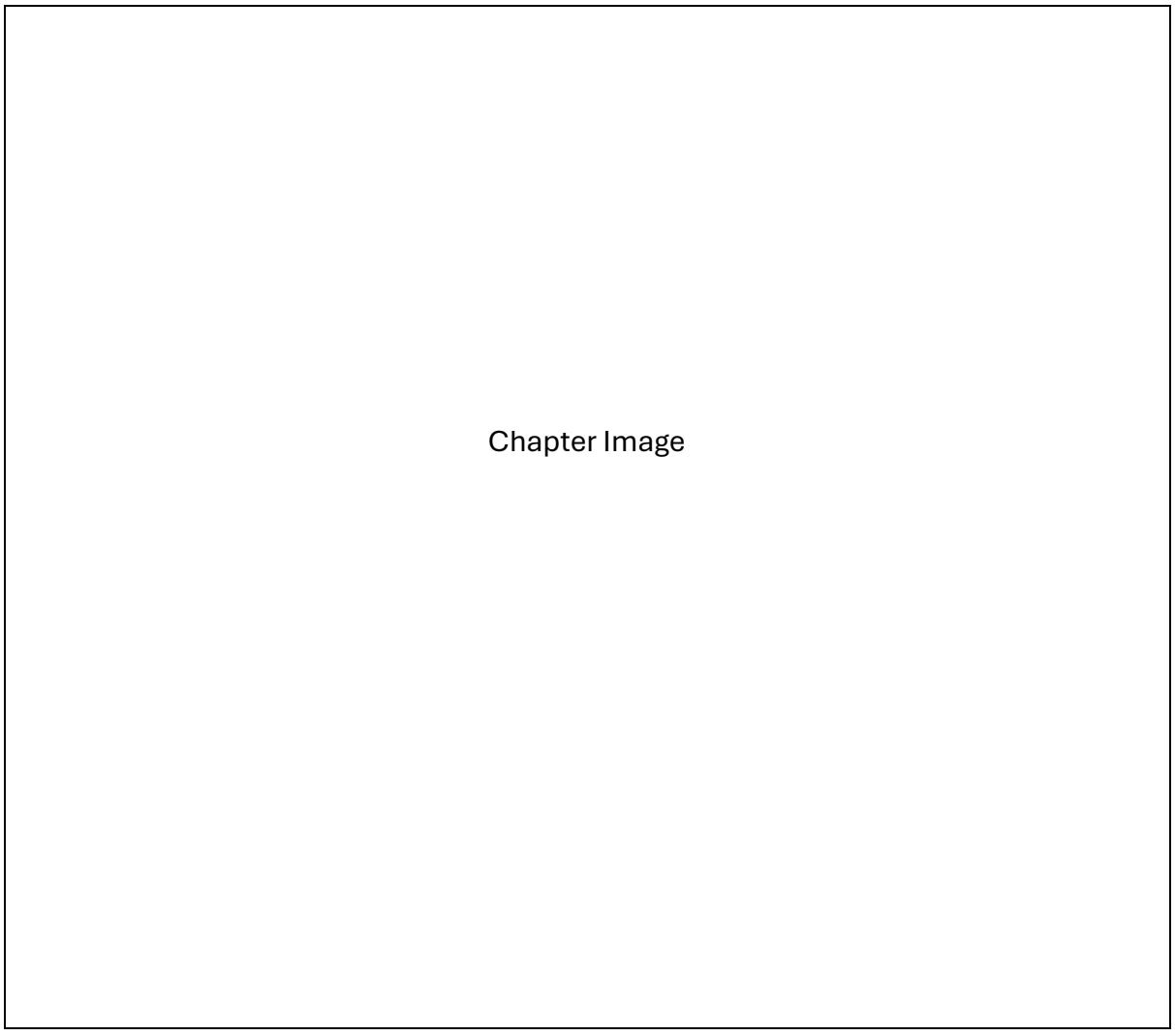
Opportunities should be explored to deliver improvements to the pavement and cycle path alongside the site.

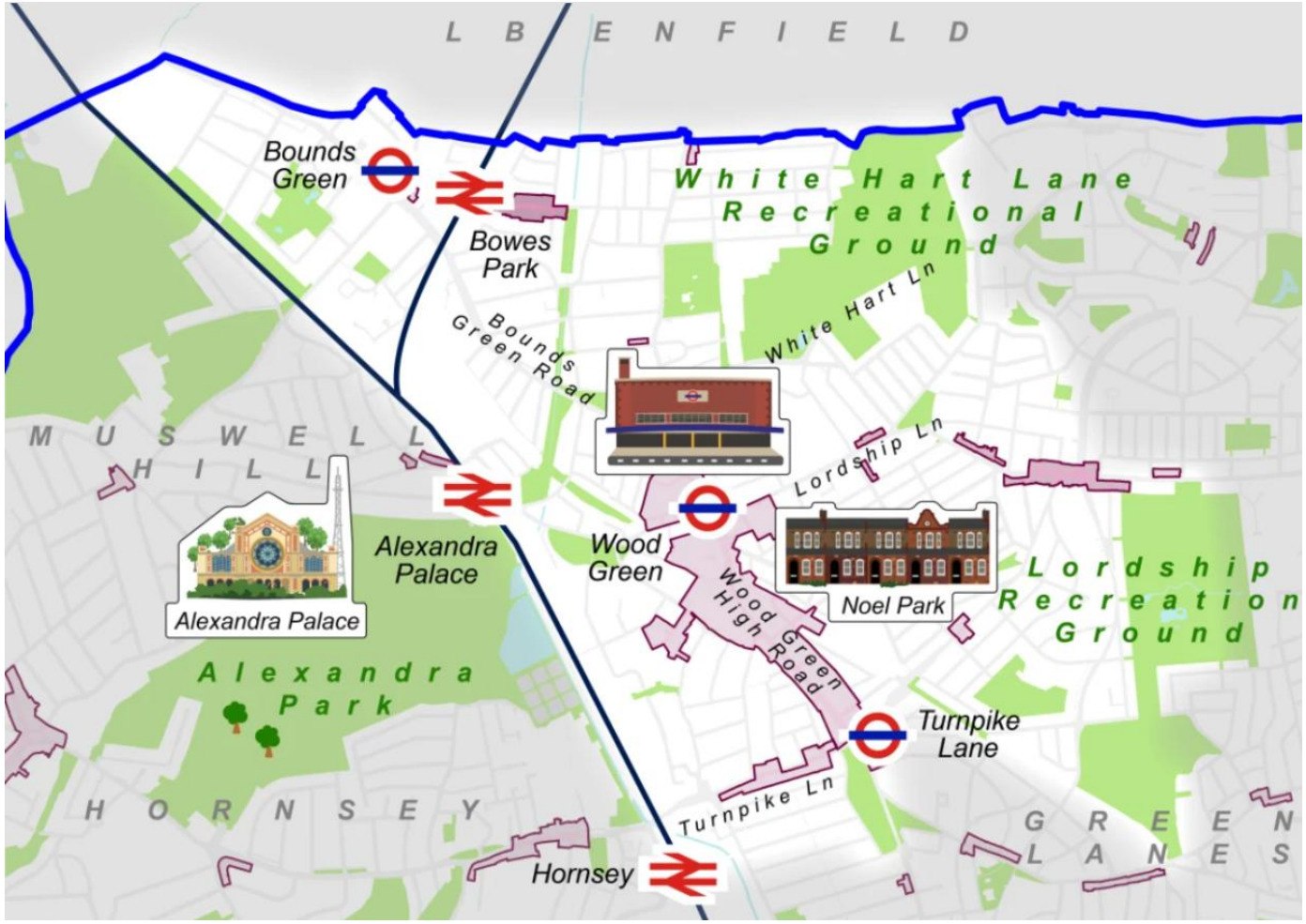
Environment and sustainability

Existing mature trees should be retained and protected and new planting and landscaping should be introduced.

The Council will require proposals to robustly demonstrate that the development can be made safe for the proposed use over its lifetime.

CHAPTER 11: WOOD GREEN NEIGHBOURHOOD





Tables and Figures 124. XXX Neighbourhood Map

Neighbourhood Context

Location

5.1 The Wood Green neighbourhood is in the central northern part of the borough. It is bounded to the west by the Great Northern railway line and to the north by the North Circular (A406) and boundary with London Borough of Enfield. The Turnpike Lane corridor forms its southern boundary while the large open spaces of Lordship Lane Recreation Ground and the New River sports grounds help define its eastern edges.

History

5.2 Wood Green started off as a small hamlet at the base of Tottenham Wood in the 13th century. It is centred on a route into Central London, leading to the site of what is now Smithfield market. In the 17th century the New River was constructed through the area as part of a large-scale project to bring fresh water to London from Hertfordshire.

5.3 The road pattern that exists today was laid out at the beginning of the 19th and 20th centuries, with the establishment of the railway network (Great Northern rail line, Palace Gates line, and later the Piccadilly tube line) bringing factories and homes to the area. These are still visible today in the form of Victorian housing, included large areas of terraced workers' cottages, such as the Noel Park estate, but also with some grander villas and semi-detached properties.

5.4 The second wave of development in Wood Green stemmed from the closure of the Palace Gates rail line, local governmental changes, and the advent of the car. New, ambitious projects were commissioned, with the office buildings along Station Road, Shopping City (now the Mall), Bury Road Car Park, and the Sandlings housing estate being examples of large developments built in the second half of the 20th century. Most recently major residential-led development has been taking place on the site of the former Clarendon gas works.

Connectivity

5.5 The neighbourhood is well served by public transport. It contains three Piccadilly Line underground stations at Bounds Green, Wood Green and Turnpike Lane, providing a high frequency service to the West End. In addition, Bowes Park, Alexandra Palace and Hornsey railway stations offer regular services to Moorgate via Finsbury Park, Highbury & Islington and Old Street. There are around a dozen bus routes operating on Wood Green High Road. Services west and east go along Lordship Lane, Turnpike Lane, Station Road, and Westbury Avenue

5.6 Crossrail 2 is proposed to be introduced into the area in the future and two routes through the neighbourhood have been safeguarded. However, at the current time, Crossrail 2 is not committed to or funded by the government.

5.7 Vehicular traffic is heavy along Wood Green High Road and Lordship Lane, Turnpike Lane and Station Road also carry high flows. This creates significant transport pressure at the junctions at either end of the Wood Green High Road.

Town Centres

5.8 Wood Green is identified as a Metropolitan Centre in the London Plan, a higher-order town centre that has a significant shopping offer and serves a wide catchment. The focus of the centre is Wood Green High Road which includes a mix of period terraced retail properties and a large indoor shopping mall. Together these provide significant opportunities for a mix of retail businesses including national retailers, smaller local chains, independent traders, and market stallholders. To the south of the neighbourhood is a more local shopping offer at Turnpike Lane.

Landmarks, culture and heritage

5.9 There are 12 Listed Buildings in the neighbourhood and four Conservation Areas. The Dominion Centre (former Gaumont Palace cinema), has a traditional stone and brick frontage fronting Wood Green High Road and is a Grade II* listed building with a particularly significant interior. St. Michael's Church, the Obelisk within Trinity Gardens, the War Memorial in King George VI Memorial Garden, and 7&9 Bounds Green Road, are also important parts of the neighbourhood's historic environment. The tube stations at Wood Green and Turnpike Lane are part of a series of stations designed by Charles Holden for the Piccadilly Line and make a major contribution to the area's character.

5.10 The heart of the neighbourhood is Wood Green Metropolitan Centre centred around Wood Green High Road and the Wood Green Shopping Mall. Wood Green Cultural Quarter lies to the west, with Bounds Green Industrial Estate, Bowes Park and Myddleton Road local centre to the north, White Hart Lane and Lordship Lane in the northeast, including New River Sports complex, Lordship Lane shops, and White Hart Lane Recreation Ground, the Noel Park estate and Downhills Park to the east, and Turnpike Lane Local Centre to the south.

Green & Blue Infrastructure

5.11 The most prominent open spaces in the neighbourhood are White Hart Lane Recreation Ground and the New River Sports complex, the latter of which is a major leisure facility. Wood Green Common and Ducketts Common, both located close to the town centre, are open spaces of a significant scale. Nightingale Avenue, King George VI Memorial, Crescent and Trinity Gardens, along with the New River reserve and former rail line stretching between Station Road and Park Avenue create a contiguous network of green spaces in the north of the area. Other smaller, but locally significant, open spaces area include Russell Park and Belmont Recreation Ground.

5.12 The New River and (culverted) Moselle River both run through the area. While the New River is visible in part, the Moselle is not visible, and its alignment is not easily identifiable by visitors to the area.

Wood Green Vision

Wood Green in 2043 will have delivered on the aspirations set out in Shaping Wood Green and will have been strengthened as the economic and cultural heart of North London. It will be a vibrant community hub, providing a wealth of services and experiences for locals and visitors alike. Residents, businesses, and local partners will be proud of the neighbourhood, having worked together to enhance it.

New development will have delivered a range of cultural, community, leisure, and retail activities, supporting a more resilient economy that offers a diversity of experiences. This includes an enhanced Cultural Quarter, that builds on its industrial heritage and supports local creative industries through the provision of affordable workspaces. 5,500 quality new homes will have been delivered for new residents and existing communities with a focus on mixed-use redevelopment schemes helping to increase footfall and spend in the neighbourhood.

The Council, developers, businesses, and local communities will have worked together to expand and enhance the public realm, creating spaces for relaxing, socialising, public art, community events and activities. These spaces will be inclusive, reflecting the diversity of users and the unique character of Wood Green. More positive cultural and community activities will make spaces feel safer and more welcoming, alongside improved lighting and other crime prevention through urban design techniques.

New cultural and social infrastructure facilities will have been delivered, including a redeveloped library, new leisure provision including swimming, and enhanced health hubs. Opportunities for a new higher educational institution to complement the centre will have been pursued. The night time economy will have been expanded and diversified as a key attractor and driver of economic growth.

Existing deficiencies in access to green space will have been addressed by improving connections to nearby parks, such as Alexandra Park, and by taking opportunities to enhance and create pocket parks throughout the neighbourhood. New development will have delivered greening throughout the public realm, contributing to a new Green Loop and improving the neighbourhood's attractiveness while building climate resilience.

The High Road and Turnpike Lane will have been enhanced to avoid it being experienced as a crowded thoroughfare. This includes providing more spaces to rest and relax, improving shopfronts and facades, and developing new laneways to add depth and vibrancy to the High Road.

New connections will be created to better link the town centre and cultural quarter with surrounding areas, particularly to the west The functional relationship between the town centre and Alexandra Palace will have been substantially improved enabling Wood Green to take full advantage of high number of visitors on event days.

Policy WGN1: Wood Green Neighbourhood

A. The Council will support development proposals which contribute to the Wood Green Vision and the aspirations set out in Shaping Wood Green.

B. The neighbourhood will deliver at least 5,500 new homes (net) over the plan period and deliver a significant uplift in jobs with development prioritised within the Wood Green Opportunity Area and following Placemaking Focus Areas:

Transform
Wood Green Central
Spouters Corner and Central High Road
Wood Green Cultural Quarter and Alexandra Gate
The Mall and High Road
Enhance
High Road North and Myddleton Road
White Hart Lane and Lordship Lane Corridors
Station Road and Commons
Turnpike Lane Corridor
Wood Green High Road and Terraces
Bounds Green Industrial Estate

Tables and Figures 125. xxxxxxxx

C. Development proposals must strengthen the important role and function of Wood Green as a Metropolitan Centre and contribute more widely to the neighbourhood's economic performance and resilience.

D. Development proposals should protect, enhance and optimise designated employment land, supporting business growth and job creation. Development should support the economic role, objectives and priorities identified for each Placemaking Focus Area, including through:

(1) protecting and strengthening the cultural, creative and economic contribution of the Wood Green Cultural Quarter as a key creative industries cluster, enhancing its attractiveness and potential as a cultural destination.

(2) enabling a diversification of uses, where appropriate and provided for in the Local Plan.

E. Proposals should contribute to a more welcoming, safe, and green public realm. This will be achieved by:

(1) development creating new, high-quality public spaces, particularly within the Opportunity Area, to address local deficiencies, serve a growing population, and deliver on the ambitions of the Wood Green Public Realm Framework.

(2) development adhering to The Wood Green and Turnpike Lane Design Manual including preferred materials for the design of frontages and public realm proposals

(3) requiring supporting measures to improve feelings of safety, particular in the evening and night time.

(4) encouraging and supporting positive uses of public realm for the community

(5) introducing green infrastructure, including parks and pocket parks, into the public realm, and taking opportunities taken to enhance local biodiversity

F. Development proposals should deliver and contribute to strategic improvements in connectivity for pedestrians and cyclists, where appropriate. These include contributing to the ambitions of the Wood Green Public Realm Framework to deliver:

(1) East-west connections from Noel Park to Alexandra Park, through the Metropolitan Centre and Cultural Quarter, identified as the Wood Green Cultural Corridor.

(2) A new north-south connection from the Civic Centre through to Parkland Road and the Wood Green Library, as part of a wider, enhanced Green Loop.

(3) Step free access to Underground stations

(4) Additional secure cycle parking hubs close to Wood Green, Turnpike Lane, Alexandra Palace and Bounds Green stations.

G. The Council will continue to advocate for delivery of Crossrail 2 and the transformational benefits it would bring to the Wood Green neighbourhood. Where proposals are subject to Crossrail 2 safeguarding, they should set out short to medium term development opportunities and improvements that support placemaking aspirations, while not compromising delivery of Crossrail 2, and the long-term optimisation of the sites if Crossrail 2 proceeds.

H. Development proposals should improve the quality, mix and accessibility of social infrastructure, including Council services and facilities, to better meet local and borough-wide needs. This includes providing for additional primary care facilities and an integrated health and wellbeing hub within the neighbourhood.

I. A new distinctive urban form should be created in the neighbourhood, reflecting the status of the Metropolitan Centre.

J. The rich built heritage of the neighbourhood should be conserved, enhanced and celebrated. To achieve this, proposals should:

(1) Take a conservation-led placemaking approach along the Wood Green High Road Corridor and Bounds Green Road.

(2) Adopt a proactive approach to securing the long-term future of the neighbourhood's 'heritage risk' assets.

(3) retain, store, and reinstate the locally distinctive features of historic shopfronts and facades.

K. Proposals should protect and seek to enhance the Moselle Brook including exploring opportunities for deculverting, aligned with Policy G8.

Supporting Text

Placemaking Strategy

5.13 Wood Green will experience a significant level of change over the next 15 years, reflecting its designation as an Opportunity Area in the London Plan and the fact that it contains the greatest proportion of Transform Areas in the borough. This chapter sets out a clear and ambitious vision for the future of Wood Green. It should be read together with Shaping Wood Green, which articulates how the Council will work with its partners to deliver this vision.

5.14 Most homes will be accommodated in Placemaking Focus Areas where there is good access to public transport and services, facilities and amenities, particularly in and around the Wood Green Metropolitan Centre and along key corridors.

Metropolitan Centre

5.15 Wood Green has a strong town centre offer, however it falls short of its potential, particularly given its status as the North London's only Metropolitan Centre. New development provides an opportunity to address this, establishing a higher density urban form, increasing the amount and diversity of uses, and providing an expanded and activated public realm linking the centre and wider neighbourhood.

5.16 A key aim and opportunity for Wood Green is to expand and diversify its night time economy. There are opportunities to expand nighttime uses within both the Metropolitan Centre and the Cultural Quarter, via night markets and events and at key sites such as The Mall and Wood Green Library.

Employment Land and the Cultural Quarter

5.17 The Wood Green Cultural Quarter contains one of London's key creative industry clusters, with an established 'maker' economy. New development should bolster this role, retaining and growing existing businesses and attracting new creative enterprises to support the cluster. This should form the foundation of an exciting destination on the doorstep of the Metropolitan Centre, with complementary cultural and edge-of-centre uses and pedestrian and cycling linkages through to the Alexandra Palace Cultural Quarter.

Public realm

5.18 A significantly expanded public realm is required to support a growing resident and visitor population. Development should activate the public realm with adjacent active land uses and public realm infrastructure to support a range of activities including markets, outdoor dining, socialising, performances, play and public art.

5.19 Safety has been identified as a high priority in the neighbourhood and particularly at night and within the Metropolitan Centre. Special attention should be paid to designing proposals which enhance feelings of safety and implement Designing Out Crime principles. Developments should be focused on encouraging positive uses and activities throughout the day and into the evening to ensure there are eyes on the street and avoid opportunities for anti-social behaviour to establish. Evening and night time uses are especially important within town centres.

5.20 Parts of Wood Green face deficiencies in access to public open spaces. New development should support the creation of new parks and enhancement of existing parks to facilitate the establishment of an accessible network of public open spaces.

Connectivity

5.21 Wood Green's central location and prominent role within the borough make it a nexus for connectivity and movement. There is an opportunity to leverage the scale of development anticipated to dramatically improve safe and easy movement for pedestrians and cyclists and address current challenges in east-west connectivity across the neighbourhood.

5.22 The Wood Green Cultural Corridor will improve physical and perceptual connections between three key cultural hubs; the Metropolitan Centre, Wood Green Cultural Quarter and Alexandra Palace Cultural Quarter. It will also serve to provide safer and easier access to Alexandra Park for a growing Wood Green population. There are also opportunities to enhance pedestrian and cycle connections to the east, through Noel Park, linking through to Woodside Park and Lordship Recreation Ground.

5.23 The new north-south link will help to provide an alternative activated and pedestrian-oriented route to the west of the High Road, connecting the key civic facilities and spaces around an enhanced Wood Green library to a renewed Civic Centre. It will form part of a wider Green Loop, linking together and expanding several green spaces and putting the 'green' back into Wood Green. There are opportunities for the north-south link to be extended both southwards towards Turnpike Lane and northwards along the

path of the New River and towards White Hart Lane Recreation Ground and the New River sports grounds.

5.24 Cycle and pedestrian facilities have been improved in recent years as part of public realm enhancements to the town centre. However, much better access by cycle and foot into and through the area is needed to support sustainable development. Wood Green and Turnpike Lane stations serve a large catchment, particularly to the east of Wood Green High Road. The delivery of new cycle hub facilities, including bike storage, repair, and refreshment facilities will encourage a bike-to-rail mode of travel.

5.25 The accessibility of buildings and services is also essential to enhance the civic role, and attractiveness as a Metropolitan Centre. The Council will work with TfL to investigate the feasibility of achieving step free access to stations within this area, and to improve level access to buses. Development proposals should utilise the Wood Green Accessibility Audit recommendations to achieve inclusive access.

Living Well

5.26 Shaping Wood Green identifies an ambition for the area to function as a local hub, meeting a greater proportion of residents' day-to-day needs and interests. Delivering this vision will require continued investment in Council-delivered services, which may include a new library, customer service centre and potentially new leisure provision. There is also an identified need for an integrated health and wellbeing hub within the borough centre, alongside additional primary care provision. Suitable locations for these facilities, which may be co-located where appropriate, have been identified through site allocations.

Urban form

5.27 The area in and around the Metropolitan Centre is one of the most appropriate areas in the borough for tall and mid-rise buildings. It is important that careful consideration is given to the location and design of such buildings, considering impacts on heritage, strategic and local views, microclimate and how they interact with the public realm.

5.28 Proposals for tall buildings should demonstrate how they contribute to a cohesive and coherent skyline. There is the potential for several landmark tall buildings to be established, reflecting the status of the centre.

Historic Environment

5.29 Wood Green has a rich historic environment which must be conserved and enhanced. A conservation-led placemaking approach should be taken along the Wood Green High Road Corridor and Bounds Green Road with opportunities taken to retain, store, and reinstate the locally distinctive features of historic shopfronts and facades.

Policy WGN2: Wood Green Metropolitan Centre

A. In addition to complying with Town Centre, High Street and Shop policies TC1 to TC8, proposals in Wood Good Metropolitan Centre will be required to:

(1) Direct larger format comparison retail uses to the Primary Shopping Area. Redevelopment in the Primary Shopping Area should seek to cater to larger format stores.
(2) Retain or re-provide smaller retail units within existing terraces for the benefit of smaller businesses.
(3) Demonstrate positive effects on the range and diversity of town centre activities and uses, cultural offer, and mix of positive activities and uses in the evening and night time.

B. The Council will support the creation of an office and workspace hub in the Metropolitan Centre.

Supporting Text

Placemaking Strategy

5.30 There is a strong desire from residents and visitors for a greater range of services and activities, particularly retail, leisure and dining options and a more vibrant economy supported by additional cultural venues.

5.31 The Council seeks to retain a retail heart to the Metropolitan Centre within the Primary Shopping Area through provision of larger floorplate retail units to attract and support larger format retail, including national comparison retailers.

5.32 The terraces along Wood Green High Road play a vital role in supporting independent traders and small and medium sized enterprises (SMEs), balancing the larger retail presence within the Primary Shopping Area. This policy aims to preserve and enhance these terraces, many of which have heritage value and make a strong contribution to local character. The Council will seek to protect their continued use for independent traders and SMEs.

5.33 Wood Green has a low number of cultural facilities compared to some other Metropolitan Centres in London. The Council will therefore support the improvement, retention and/ or reprovision of existing cultural facilities, and encourage the provision of new cultural facilities in appropriate locations. The centre's leisure offer should be available to all sectors of the local and wider community throughout the day. The strengthening of the evening and night time economy is a priority, given Wood Green's identification as an area of regional or subregional significance for the night time economy. Proposals that deliver night time economy uses whilst managing impacts upon amenity will be supported and new residential elements should be located and

designed to enable rather than undermine the centre's role in providing an evening and night time offer.

5.34 The centre's connectivity, size and status make it an appropriate location for office, workspace and light industrial uses and an affordable alternative to Central London. To realise this potential, developments should, where appropriate provide high-quality employment space, with sufficient infrastructure to attract business, including excellent internet connectivity. Employment spaces should be designed to be flexible and to adapt to a range of potentially changing occupants.

5.35 The greatest opportunity for a step-change in employment floorspace provision will be along Wood Green High Road and Station Road, close to Wood Green Underground Station. These locations have potential to significantly contribute to the delivery of new jobs in the Opportunity Area.

5.36 Appropriate locations for market spaces may be on new pedestrianised routes running off the High Road and in proximity to the Mall. Applications for market uses should have regard to the Council's Market Strategy and will have to demonstrate how the market will contribute to the vibrancy of Wood Green overall, and how they will interact favourably with traders on adjacent town centre frontages.

Policy WGN3: Wood Green Cultural Quarter

A. The Wood Green Cultural Quarter will be transformed via mixed-use redevelopment, including residential uses. To protect and strengthen the economic, cultural and creative offering and contribute more generally to placemaking, development proposals within it should:

(1) Deliver an appropriate mix of uses having regard to relevant employment designations and site allocations
(2) Complement and enhance the existing creative industry ecosystem
(3) Maximise the delivery of employment uses, with a strong focus on workspace to support the creative industries
(4) Provide adequate yard space, access and servicing to enable the proper functioning of new creative workspaces.
(5) Where affordable employment space is required, prioritise this for the creative industries, with a preference for unit sizes of 50-500sqm
(6) Prioritise delivery of cultural consumption facilities to complement the hub of creative industries and help establish it as a destination.
(7) Help deliver a high-quality public realm, creating a clear sense of place within the Cultural Quarter, drawing on its use, activity and industrial heritage.

Supporting Text

Placemaking Strategy

5.37 As the Cultural Quarter undergoes transformation via mixed-use redevelopment, the Council aims to protect and strengthen its economic, cultural and creative offering. Todo this, proposals must accord with relevant site allocations to ensure an appropriate mix of uses is delivered, including maximising employment uses on designated employment land, alongside complementary town centre and residential uses. The Council requires that workspace will make up key elements of redeveloped sites to protect and strengthen the rich creative ecosystem that has emerged organically.

5.38 Development proposals should support and expand the cluster of creative industry uses by increasing the amount of available workspace at differing unit sizes and a range of price points. The Haringey Workspace Study (2023) shows that co-working, start-up, and grow-on space are forecast to be in significant demand over the plan period. Workspace to accommodate these types of use can take the form of light industrial units, studios, office space, serviced offices and co-working space. These typologies could be in converted existing buildings or built anew as part of mixed-use developments and will be created principally in the Cultural Quarter area.

5.39 In accordance with relevant employment policies, there will be a requirement to provide affordable employment space on certain redeveloped sites and also to engage with existing businesses on the site including engaging with them at an early stage,

seeking to retain them on site where desired and possible, implementing effective transitional arrangements and providing support for any businesses that cannot be incorporated to relocate off site.

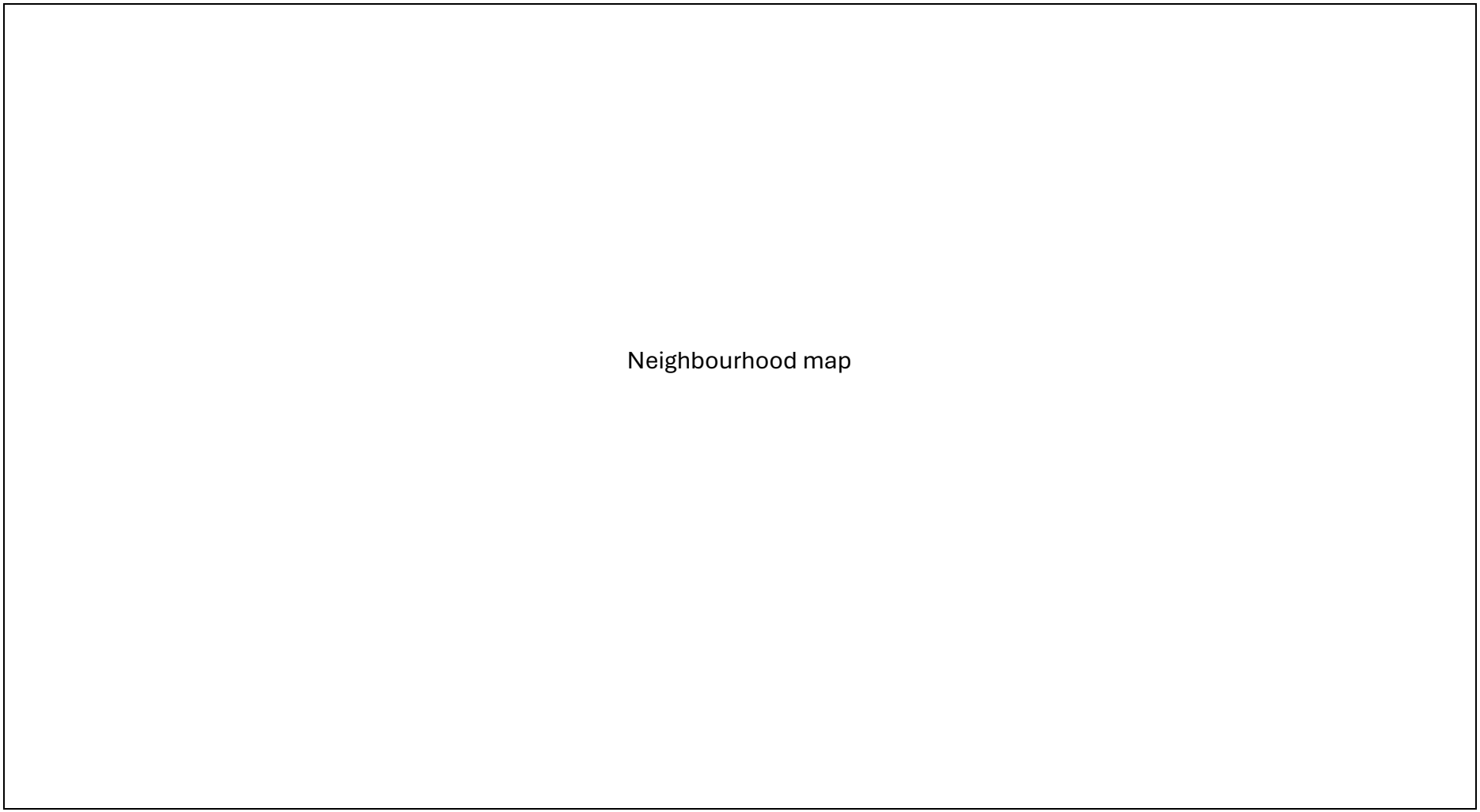
5.40 Affordability will continue to be a key issue, with Wood Green offering a price-advantageous location when compared to Central London, but with excellent amenity and connections to Central London. Affordable workspace delivered should support the incubation of small and medium sized businesses. New affordable space will support new business growth, and appropriate move-on space will be created to ensure that as far as possible the jobs created by new firms are retained in the local area. It is important that the sizes of new development reflect the spatial needs of firms who will use them. Small units may therefore be suitable.

5.41 The area has the potential to support the provision of a many new homes. The Agent of Change principle will be strictly applied to ensure that new residential uses are introduced and designed in a way that does not undermine the economic, cultural, and social functioning of the Cultural Quarter.

5.42 Part of the vision for the Cultural Quarter is that it will become a cultural destination, with new spaces for cultural consumption, such as art galleries, complementing and showcasing the cultural production that already exists. The introduction of new cultural consumption infrastructure should not undermine the functioning of the Metropolitan Centre as the primary cultural and town centre destination.

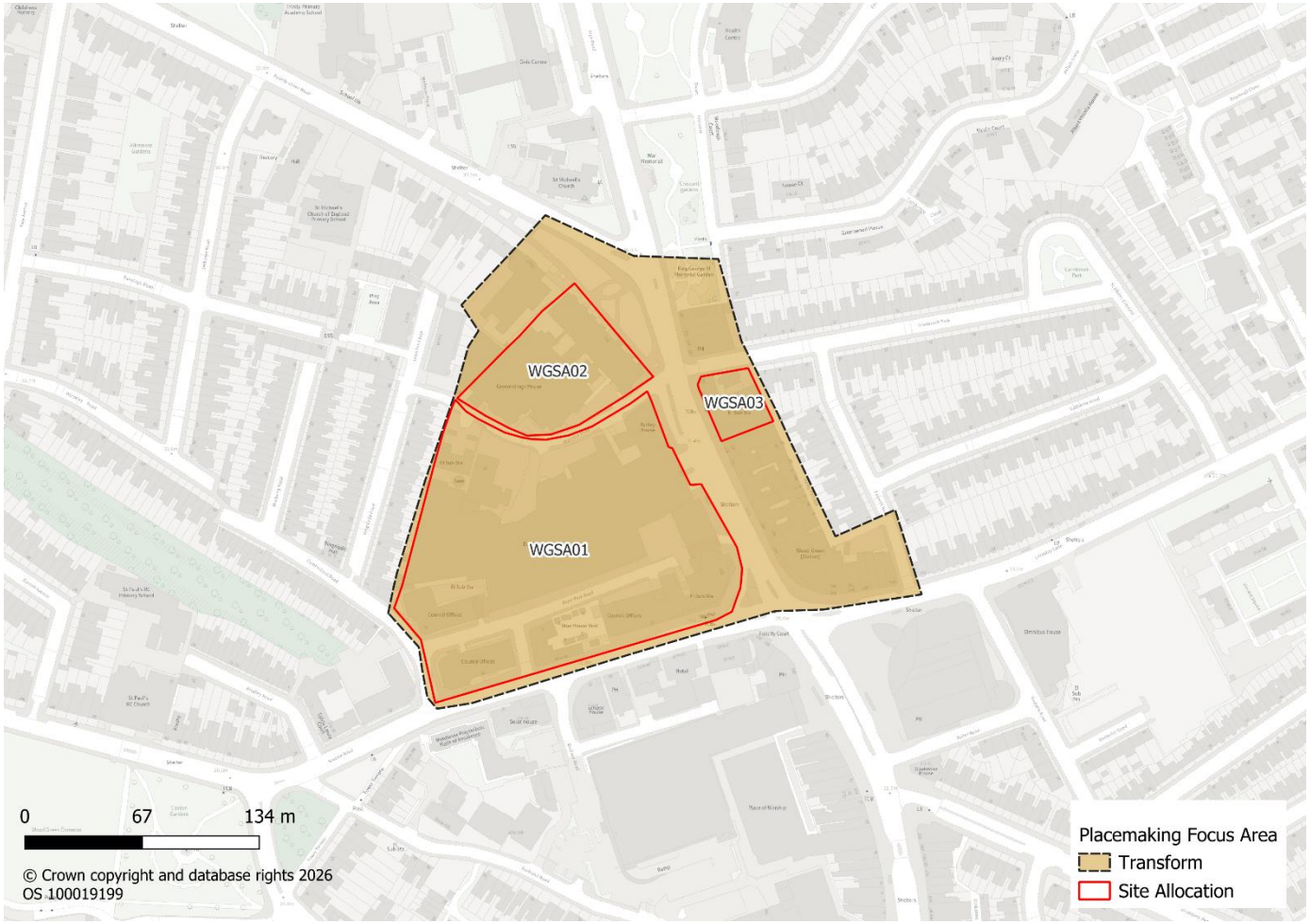
5.43 It is also critical that the redeveloped urban realm in the Cultural Quarter is of a high quality. This will help to ensure that the new workspace can be successfully marketed including the provision of adequate servicing and yard space. The public realm should be designed so that cultural consumption including events can utilise the space, including through widening of pavements along Coburg and Caxton Roads at part of the proposed new east-west improved link.

Placemaking Strategies + Site Allocations



Tables and Figures 126. Map of Placemaking Focus Areas in XXXXXX

WG PFA1: Wood Green Central



Tables and Figures 127. Map of Placemaking Focus Area XXXXX

Strategy

Wood Green Central will be transformed into a vibrant mixed-use quarter leveraging its excellent location, and attractiveness for employment floorspace including workspace, and other main town centre uses. Exceptionally designed mid-rise and tall buildings will reinforce Wood Green's status as a Metropolitan Centre and provide a range of town centre uses, and new homes to add to the centre's vibrancy. A new urban structure will welcome those coming out of Wood Green Station into an expanded, enhanced and green public network, lined with cafes, restaurants, and other leisure uses, stretching along and behind the High Road and Station Road.

1.1 This strategy will be implemented through adherence to Policies WGN1-3, the site allocations outlined below, and the following initiatives:

1.2 Deliver a greater and more diverse mix of uses by:

- Providing significant office and workspace floorspace to strengthen Wood Green's role as a business and employment hub.
- Expanding the range and number of retail, cultural, leisure and evening economy uses to make Wood Green a more attractive destination.
- Delivering residential uses above ground floor level, once provision of town centre uses has been maximised.
- Create a welcoming and distinctive gateway at Wood Green Underground Station by:
    - Establishing a cluster of tall buildings facing the station entrance
    - Undertaking transport and public realm interventions to improve the entrance to Wood Green from the Underground Station and creating a more pedestrian and cycling friendly environment. This includes investigating and pursuing feasible junction modernisation at the High Road/ Station Road intersection.
    - Improving the provision of secure public cycle parking. Creating a network of new and improved public spaces, enhanced by generous green infrastructure, to support a vibrant working and living quarter.
- Establish a new network of lanes west of the High Road to expand the Metropolitan Centre street front. This includes:
    - A new north-south route forming part of a wider green loop connecting Station Road to Bounds Green Road, providing views towards St Michael's Church in accordance with the Wood Green Public Realm framework principles.

    - New east-west links across the collection of sites.
- Taking steps to reduce air pollution.

Site Allocations

WG SA01: Wood Green Central



Tables and Figures 128. Xxx

Site Information	Details
Address	Wood Green Bus Garage and ancillary buildings, High Road, N22 Ashley House Business Centre, High Road, River Park House, Alexandra House, 48 Station Road, 40 Cumberland Road, 5 River Park Road (Blue House Yard)
Area (Ha)	2.2
PTAL	6
Planning designations and constraints	Article 4 - HMOs Wood Green Opportunity Area PFA Transform Area Cultural Quarter Metropolitan Town Centre Potentially Suitable for Tall Buildings Archaeological Priority Area (APA) - Tier 2 Adjacent to Listed Building – Grade II

	Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer
Relevant permissions	None
Indicative capacities	1,000 homes (net) 8,000sqm-16,000 sqm (gross) town centre uses
Phasing	2028-2042
Ownership	Public and Private

Tables and Figures 129. Xxx

A. Proposal

Redevelopment of several land holdings, including the existing Council offices, to create a new mixed-use precinct. A new urban form will be established, with landmark tall buildings and a vibrant, green and welcoming public realm, with development acting as a catalyst for wider transformation within Wood Green. During redevelopment phases there should be a meanwhile strategy to activate the site with town centre and cultural uses, including pop up and temporary markets.

B. Masterplanning, engagement and delivery

Development proposals must be supported by a Spatial Framework, prepared in accordance with Policy D8.

The Spatial Framework should:

Cover the entire allocation.

Consider the opportunities arising from the potential future delivery of Crossrail 2, recognising that it is likely to occur beyond the plan period, and ensure that development does not prejudice future transformational development or associated placemaking opportunities.

Be informed by a comprehensive and meaningful programme of community and stakeholder engagement, in accordance with the Council's Placemaking Approach and the principles of the Haringey Deal.

Demonstrate how a continuous north-south green link can be delivered through the allocation and integrated with adjoining sites. This should include early engagement with the landowners and promoters of the Green Ridings House allocation to ensure development proposals complement one another and secure a coordinated public realm strategy that facilitates the delivery of the green link across both allocations.

A Meanwhile Use Strategy will be required to ensure the site remains active during the redevelopment process. It should set out how cultural, creative, community and commercial activities will animate the site, attract visitors to Wood Green and support footfall and local economic activity. Where appropriate, opportunities for affordable meanwhile space for small businesses, start-ups and community uses should be provided. An accompanying implementation plan should demonstrate how meanwhile uses will be secured and managed throughout the transition between demolition and redevelopment.

The Spatial Framework should be supported by additional masterplans for individual phases, development parcels or landholdings.

The Council will work with Arriva and Transport for London to find alternative provision for the Wood Green Bus Garage and therefore enable wider transformation of the site. The bus garage will be safeguarded unless suitable alternative provision is

secured and agreed with Transport for London. Any replacement facility must be capable of meeting the current and future operational requirements of the bus network, including the accommodation of zero-emission buses, and ensure no significant adverse impact on the continuity, capacity or reliability of bus services.

The electricity substation within the north-western part of the Arriva Bus Garage site must be retained or appropriately re-provided in consultation with UK Power Networks to ensure the continued operation of the electricity network.

C. Land uses and activities

Existing land uses: offices (Council offices), bus garage, business centre

Acceptable land uses: residential, town centre, community and cultural

Deliver a significant number of new homes with conventional Class C3 housing comprising the predominant residential use

Purpose-built student accommodation and large-scale purpose-built shared living accommodation will be supported where they form a complementary and limited component of the overall residential mix and contribute to delivery of genuinely affordable housing and the creation of a mixed and balanced community.

Provide a mix of town centre, community and cultural uses to create a vibrant destination and welcoming gateway to Wood Green, leveraging the opportunity to attract visitors to events at Alexandra Palace.

A minimum of 8,000sqm of town centre, community and cultural uses will be required across the allocation with options to exceed this full explored. The Council will seek to maximise employment floorspace on the site, where viable, to support the strengthening of Wood Green as an office and business hub. However, the delivery of significant office development is dependent on Wood Green evolving into a more attractive destination for businesses. As such, priority will initially be given to cultural, community, leisure, and food and beverage uses that strengthen the town centre offer and create a vibrant environment that supports future office growth.

The Council will support the continued local presence of existing creative businesses at Blue House Yard and 40 Cumberland Yard by working with occupiers and relevant partners to identify suitable reprovision opportunities in the local area.

Opportunities should be explored to provide new or re-provided social infrastructure within the site, including primary care facilities and an integrated health and wellbeing hub. Proposals should be informed by engagement with the NHS and other relevant service providers to ensure provision responds to identified needs and service requirements.

Active retail, food and beverage, leisure, community and cultural ground floor uses should be concentrated along the High Road, Station Road, the north-south route and around public squares to create a destination and support activity throughout

the day and evening. The Council will support proposals that expand the live music offer in Wood Green.

Community, cultural and leisure uses should be located in prominent locations, particularly around the public square and along principal pedestrian routes.

D. Built form, character and heritage

The existing buildings are of limited architectural merit, and comprehensive redevelopment is appropriate to optimise placemaking benefits.

Given the site's connectivity and location within the Metropolitan Centre a new higher density urban form should be established, providing for significant new commercial and residential floorspace.

The creation of individual buildings should enable an expanded and activated public realm

The site is appropriate for tall buildings. Tall buildings should be designed in accordance with Policy D10 and the Haringey Tall Buildings Study. Building heights should generally peak at the junction of High Road and Station Road, where there is an opportunity for a landmark building, and step down towards the north and west to respond sensitively to surrounding low-rise residential areas and heritage assets.

Proposals should conserve or enhance the significance of the nearby heritage assets and their settings including the Wood Green Common Conservation Area, the Grade II listed Wood Green Underground Station and St Michael and All Angels Church.

Proposals should enhance existing views and create new views of the Church of St Michael and All Angels and Wood Green Underground Station.

E. Movement and public realm

2,500 sqm of public square(s) and open space, excluding roads and footpaths should be delivered on these sites, activated through adjoining town centre uses, split proportionately between Arriva Bus Garage and Station Road Offices. This should include a central green square, bordered by active frontages and spill out, with the capacity for activation, markets and events, in accordance with the principles of the Wood Green Public Realm Framework.

The site should function as the 'welcome mat' of Wood Green, with frontages onto the High Road and Station Road active into the evening and night time

Development should provide an east-west pedestrian connections with active frontages, new surfacing, street greening and doorstep play provision.

Active street corners should be prioritised through uses that encourage activity and informal spill-out space, alongside enhanced greening, improved existing planting, and level pedestrian crossings to improve connectivity with Cumberland Road.

Clear wayfinding should be incorporated to Alexandra Palace from the station and along Station Road.

A more inclusive pedestrian environment should be provided along Station Road at the south-western corner of the site through measures that address level changes and other barriers to movement.

A north-south pedestrian route should be delivered through the site in accordance with the principles of the Wood Green Public Realm Framework, helping to complete the Wood Green Loop.

F. Environment and sustainability

A significant increase in green infrastructure should be provided throughout the public realm, particularly along the north-south route and within the public square/s.

Given the scale of development and importance of public realm provision, strong focus should be given to designing proposals which support a comfortable microclimate.

It should be demonstrated that adequate water and wastewater infrastructure capacity is available to support development. Where appropriate, this should be informed by modelling of potential impacts on the water and wastewater network and early engagement with Thames Water, including consideration of any capacity constraints at the sewage treatment works.

The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely

WG SA02: Green Ridings House



Tables and Figures 130. Xxx

Site Information	Details
Address	Green Ridings House, High Road, Wood Green, N22 8HR
Area (ha)	0.51
PTAL	6a
Planning designations and constraints	Article 4 - HMOs Wood Green Opportunity Area PFA Transform Area Metropolitan Town Centres Adjacent to a Conservation Area Adjacent to a Listed Building – Grade II Potentially Suitable for Tall Buildings Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer
Relevant permissions	None
Indicative capacities	150 homes (net) 2,225 sqm town centre
Phasing	2033-2037
Ownership	Private

Tables and Figures 131. Xxx

A. Proposal

Redevelopment of the telephone exchange to provide new jobs and homes as part of a wider mixed-use of the Wood Green Central. Development will contribute to a new public realm network and enhance the site's relationship with nearby green spaces and the surrounding historic environment.

A. Masterplanning, engagement and delivery

Development proposals must be supported by a masterplan, prepared in accordance with Policy D8.

The masterplan should demonstrate how a continuous north-south green link can be delivered through the allocation and integrated with adjoining sites. This should include early engagement with the landowners and promoters of the Wood Green Central allocation to ensure development proposals complement one another and secure a coordinated public realm strategy that facilitates the delivery of the green link across both allocations.

B. Land uses and activities

Existing land use: Office/workspace/ infrastructure (telephone exchange)

Acceptable land uses: Residential, office/workspace, retail/town centre, community, cultural and leisure

Development should:

Provide active ground floor town centre uses that enhance the vitality and attractiveness of the town centre.

Support the creation of a mixed-use commercial quarter, prioritising delivery of office/workspace to strengthens Wood Green's role as an office and business hub.

Concentrate the most active uses along key public realm routes and prominent street frontages.

C. Built form, character and heritage

Building massing should be to create a series of individual or visually distinct buildings, enabling an expanded, permeable and active public realm.

Development should conserve or enhance the significance of the Trinity Gardens Conservation Area, nearby listed buildings (7 & 9 Bounds Green Road and the Church of St Michael and All Angels (Grade II listed)) and their setting.

Development should enhance existing views and create new views of the Church of St Michael and All Angels.

This site may be appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10 and the Haringey Tall Buildings study and the following principles:

Heights should be at the highest to the southern end of this site, stepping down to the north and west adjacent to designated heritage assets and lower density residential streets.

D. Movement and public realm

The public realm to the north of the site, opposite St Michael's Church should be enhanced and expanded to form a pocket park.

Activation of the Watsons Road street corner with planting and spill out space should be incorporated into the site's redevelopment

A north-south pedestrian and cycle route should be delivered through the site in accordance with the principles of the Wood Green Public Realm Framework, helping to complete the Green Loop.

E. Environment and sustainability

New green infrastructure should be provided throughout the public realm, particularly along the north-south route and within the expanded pocket park, retaining the existing mature trees.

Given the scale of development and importance of public realm provision, strong focus should be given to designing proposals which support a comfortable microclimate.

Engagement is needed with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

WG SA03: High Road and Cranbrook Road



Tables and Figures 132. Xxx

Site Information	Details
Address	High Road and Cranbook Park, Wood Green, N22 4HH
Area [ha]	
PTAL	5
Planning designations and constraints	Article 4 - HMOs PFA Transform Area Wood Green Opportunity Area Metropolitan Town Centres Partially in Risk of Surface Water Flooding Area – Medium & High Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer
Relevant permissions	None
Indicative capacities	Housing capacity subject to amount of retained infrastructure
Phasing	2038-20432
Ownership	Private

Tables and Figures 133. Xxx

A. Proposal

Mixed-use development delivering residential accommodation above active commercial floorspace. The site offers an opportunity to optimise its location within Wood Green Metropolitan Centre whilst strengthening the vitality and viability of shopping frontage. The existing electricity substation should be retained as part of any redevelopment scheme.

B. Masterplanning, engagement and delivery

A masterplan is not required for this site.

C. Land uses and activities

Existing land use: Employment (car repair garage), retail, residential and infrastructure (Transport for London sub-station)

Acceptable land uses: Retail/town centre, office/workspace, residential and retained TfL infrastructure

Development should provide active ground floor commercial uses along the High Road frontage.

Commercial floorspace should be flexible and capable of accommodating a range of town centre uses.

Residential development will be supported on upper floors

Development should safeguard and retain the operational electricity substation and ensure its continued functionality throughout the construction and occupation of the development.

D. Built form, character and heritage

A high-quality design is required that enhances the appearance of this section of Wood Green High Road and contributes positively to the wider regeneration of the Metropolitan Centre.

Commercial units should be designed with sufficient flexibility to accommodate a range of town centre uses and support long-term occupancy.

The scale, massing and appearance of development should respond appropriately to adjoining properties, High Road, and Cranbrook Road.

E. Movement and Public Realm

Development should reinforce the role of the site in the Metropolitan Centre by providing flexible commercial accommodation capable of supporting a range of retail, service, office and other town centre uses.

Development should provide active and publicly accessible Class E uses at ground floor level across the High Road frontage.

F. Environment and Sustainability

Remediation of existing land contamination may be required on site.

New planting and landscaping should be introduced.

Engage is required with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

WG PFA2: Spouters Corner and Central High Road



Tables and Figures 134. Map of Placemaking Focus Area XXXXX

Strategy

1.61 The Spouters Corner and central High Road area will be transformed to establish a vibrant leisure and retail destination within the Metropolitan Centre. Redevelopment of key sites will provide for new cultural, community and leisure uses. These will be complemented by a greater range of retail, food and beverage and evening economy offerings, particularly along the terraces and site allocations of the High Road and Station Road. The area will be connected by an expanded network of pedestrian streets, with new public squares including outdoor dining spaces and bustling markets, providing new linkages through to the Cultural Quarter to the west and Wood Green Central to the north.

1.62 This strategy will be implemented through adherence to Policy WGN1 and 2, the site allocations outlined below, and the following initiatives:

1.63 Attracting uses that support its role as a leisure and retail destination, leveraging redevelopment on key sites to provide new retail, leisure and cultural anchors, including an improved library and civic offer.

1.64 Creating the start of a Wood Green Cultural Corridor which will form an expanded and enhanced east-west connection for pedestrian and cyclists linking the High Road and the Cultural Quarter, including a new east-west connections running from Gladstone Mews to Mayes Road / Coburg Road and with improved street layouts creating more space for shoppers and visitors

1.65 Enhancing the area's public realm through:

1.66 Seeking improvements to the setting of the listed Former Gaumont Palace cinema building (now known as The Dominion Centre), with a focus on how the contribution to the centre of the existing large blank facades can be improved through redevelopment of adjacent sites.

1.67 remodelled public realm spaces at Spouters Corner and the Library activated by commercial and leisure uses

1.68 An enhanced area of footway to the south of Wood Green Station to reduce pressure on pedestrian traffic in and out of the station and waiting at pedestrian crossings.

1.69 Improved wayfinding upon station exit.

1.70 Taking opportunities to create new and expand existing market spaces

1.71 Creating a welcoming and distinctive gateway at Wood Green Underground Station by:

1.72 Undertaking transport and public realm interventions to improve the entrance to Wood Green from the Underground Station and creating a more pedestrian and cycling friendly environment. This includes investigating and pursuing feasible junction modernisation at the High Road/ Station Road intersection.

1.73 Improving the provision of secure public cycle parking.

1.74 Creating a distinctive gateway to the Cultural Quarter at the Library site adjacent to the Mall that also marks the entrance to this leisure and retail focused component of the High Road by:

1.75 Establishing a safe and inclusive public realm, including a new public space with a free speech area between the Library site and the Mall to create access through from Wood Green Library site to the cultural quarter.

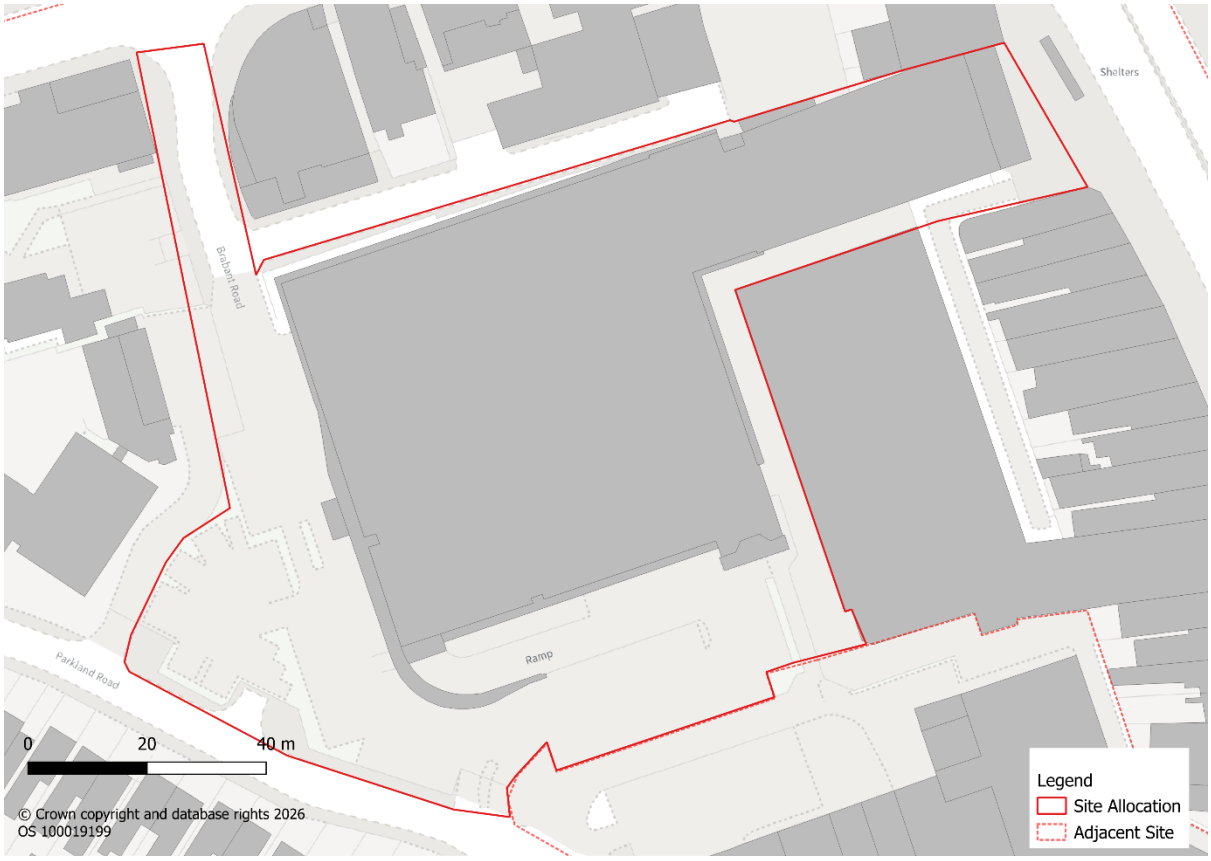
1.76 Enabling the creation of a replacement public square to aid in delivering transformational change of the area.

1.77 Improving the cyclist and pedestrian experience along passageway adjacent to the library through the widening of the passage, lighting and new surfacing.

1.78 Taking steps to reduce air pollution.

Site Allocations

WG SA04: Morrisons Wood Green



Tables and Figures 135. Xxx

Site Information	Details
Address	Morrison's, Wood Green High Road, N22 6DS
Area (ha)	1.13
PTAL	6a
Planning designations and constraints	Article 4 - HMOs Wood Green Opportunity Area PFA Transform Area Metropolitan Town Centres Partially in a Primary Shopping Area Potentially Suitable for Tall Buildings Archaeological Priority Area (APA) - Tier 2 Adjacent to Locally Listed Buildings Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer
Relevant permissions	None
Indicative capacities	360 homes (net) 5,500 sqm (gross) town centre uses
Phasing	2033-2037

Ownership	Private

Tables and Figures 136. Xxx

A. Proposal

Redevelopment to provide a mix of uses including residential, leisure, commercial and employment floorspace. Development will enable the creation of a high-quality public realm, with new pedestrian links, and improved landscaping.

B. Masterplanning, engagement and delivery

Development proposals must be supported by a masterplan prepared in accordance with Policy D8 S.

The masterplan should:

include early engagement with the Council to ensure it complements development on the adjacent Wood Green Library site

support delivery of a holistic public realm strategy, including a north-south link and connections back to the High Road.

C. Land uses and activities

Existing land use: Retail/town centre (Supermarket)

Acceptable land uses: Retail/ town centre and residential

A replacement supermarket should be delivered of similar store size. Other town centre uses are appropriate on this site and should be provided at ground floor level along all frontages, with cafes, restaurants and leisure uses situated along the new routes through the site to the rear

Cultural, leisure and community uses will be supported

D. Built form, character and heritage

Building massing should be broke up to create a series of individual or visually distinct buildings, enabling an expanded, permeable and active public realm.

Development should conserve or enhance the significance and setting of the adjacent listed Former Gaumont Palace Cinema (now the Dominion Centre), a heritage asset identified as being at risk.

Protected views of Alexandra Palace from Lordship Recreation Ground and Lordship Lane/Bruce Castleshould be preserved

The site may be appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10, the Haringey Tall Buildings study

E. Movement and public realm

A new pocket park should be established in the west of the site, based around the existing mature trees, in accordance with the principles of the Wood Green Public Realm Framework.

A new pedestrian route from the High Road through to the new local park should be created, activated with town centre uses, seating, greenery and instinctive wayfinding to create a welcoming space, in accordance with the principles of the Wood Green Public Realm Framework.

Enhancements to the public realm should be created at the front of this site, incorporating the existing mature trees and delivering new green infrastructure to provide instinctive wayfinding and a gateway to the new pedestrian route.

A north-south Green Link should be provided connecting the Wood Green Library site and the Civic Centre, prioritising pedestrian and cycle movement in accordance with the principles of the Wood Green Public Realm Framework. Where feasible, opportunities should be taken to realign Brabant Road to support the delivery and quality of this connection.

The public realm should connect into wider networks on the Wood Green Library site, creating a system of activated lanes perpendicular to and behind the High Road.

Vehicular access to Brabant Road should be maintained as part of a shared surface stretch of the north south link for servicing only

F. Environment and sustainability

Proposals should maximise the provision of green infrastructure to address deficiencies in the Metropolitan Centre, while preserving the mature trees in the rear carpark.

Engage is needed with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

WG SA05: Wood Green Library



Tables and Figures 137. Xxx

Site Information	Details
Address	Wood Green Library and Shopping Centre, Wood Green High Road; 6-10 Caxton Road; 185 High Road; and service yard 5 of The Mall, Wood Green, N22 6XD
Area (ha)	1.09
PTAL	6a
Planning designations and constraints	Article 4 - HMOs Wood Green Opportunity Area PFA Transform Area Metropolitan Town Centres Primary Shopping Area Potentially Suitable for Tall Buildings Risk of Surface Water Flooding – Medium & High Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Proximity to a Statutory Main River Blue Ribbon Network
Relevant permissions	None
Indicative capacities	200 homes (net) 6,800 sqm (gross) town centre uses

Phasing	2033-2042
Ownership	Public and Private

Tables and Figures 138. Xxx

A. Proposal

Redevelopment to provide a greater density and diversity of uses, including an enhanced cultural, community and evening economy offer.

A significantly expanded and open public realm will be delivered, enabling a wide range of community and cultural activities. It will be a nexus for wider connections in Wood Green, drawing people from the High Road and facilitating east-west connections to Alexandra Park via the Cultural Quarter, and a north-south Green Link to the Civic Centre.

The library and community facilities must be re-provided on site, or elsewhere within Wood Green Metropolitan Centre.

B. Masterplanning, engagement and delivery

Development proposals must be supported by a masterplan, prepared in accordance with Policy D8

The masterplan should:

include early engagement with landowners of The Mall and Morrisons to ensure delivery of a holistic public realm strategy, securing the north-south link and connections to the High Road.

support delivery of a holistic public realm strategy, including a north-south link and connections back to the High Road.

be informed by a comprehensive and meaningful programme of community and stakeholder engagement, including with community organisations and users of the community facilities, in accordance with the Council's Placemaking Approach and the principles of the Haringey Deal.

demonstrate how community and cultural facilities will be protected, enhanced, modernised or re-provided to an equivalent or improved standard, including arrangements to maintain continuity of provision during any phased works.

C. Land uses and activities

Existing land uses: Community (Library, Wood Green Faith Community Centre and Mosque) and town centre uses (indoor market and shops)

Acceptable land uses: Community, town centre, employment, cultural, and residential uses

A replacement library and community facilities must be secured either on site, or elsewhere within Wood Green Metropolitan Centre.

Opportunities should be explored to provide additional social infrastructure within the site, including primary care facilities and an integrated health and wellbeing hub. Proposals should be informed by engagement with the NHS and other relevant service providers to ensure provision responds to identified needs and service requirements.

Town centre uses should be provided on lower floors to facilitate an active Metropolitan Centre environment with active frontages.

The customer service centre should be reprovided within the site or at another location within the Metropolitan Centre.

A replacement 'free speech area' should be secured in the public realm.

Cultural infrastructure and contributors such as food & beverage outlets should be directed towards this site as a key cultural cluster.

D. Built form, character and heritage

Development should conserve or enhance the significance of the adjacent listed Former Gaumont Palace Cinema (now the Dominion Centre), a heritage asset identified as being at risk.

Development should facilitate the creation of individual buildings to enable an expanded and activated public realm

This site lies beneath protected viewing corridors of Alexandra Palace from Lordship Rec and Lordship Lane/Bruce Castle. Development should be carefully designed to protect these views

The site is suitable for both a replacement library, and new leisure facilities to serve the centre of the borough.

This site may be appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10 and the Haringey Tall Buildings study.

E. Movement and public realm

A new public square should be created to act as the cultural and civic heart of the Metropolitan Centre fronted by active uses, and with greening, seating and the capacity for events.

Development should facilitate the creation of a network of activated laneways behind the High Road, in accordance with the principles of the Wood Green Public Realm Framework.

Potential activation of the Mall's north-eastern flank should be considered in designing the east-west route at this site

Infrastructure to activate the public realm, including for provision of temporary markets and outdoor dining should be provided, particularly in the new public square.

Water features within the public realm could be provided to reference the flow of the Moselle.

A new or improved cyclist and pedestrian experience should be delivered along the passageway adjacent to the library linking to Caxton Road and the Cultural Quarter should be delivered as part of the east-west Wood Green Cultural Corridor, in accordance with the principles of the Wood Green Public Realm Framework.

F. Environment and sustainability

Engagement is needed with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

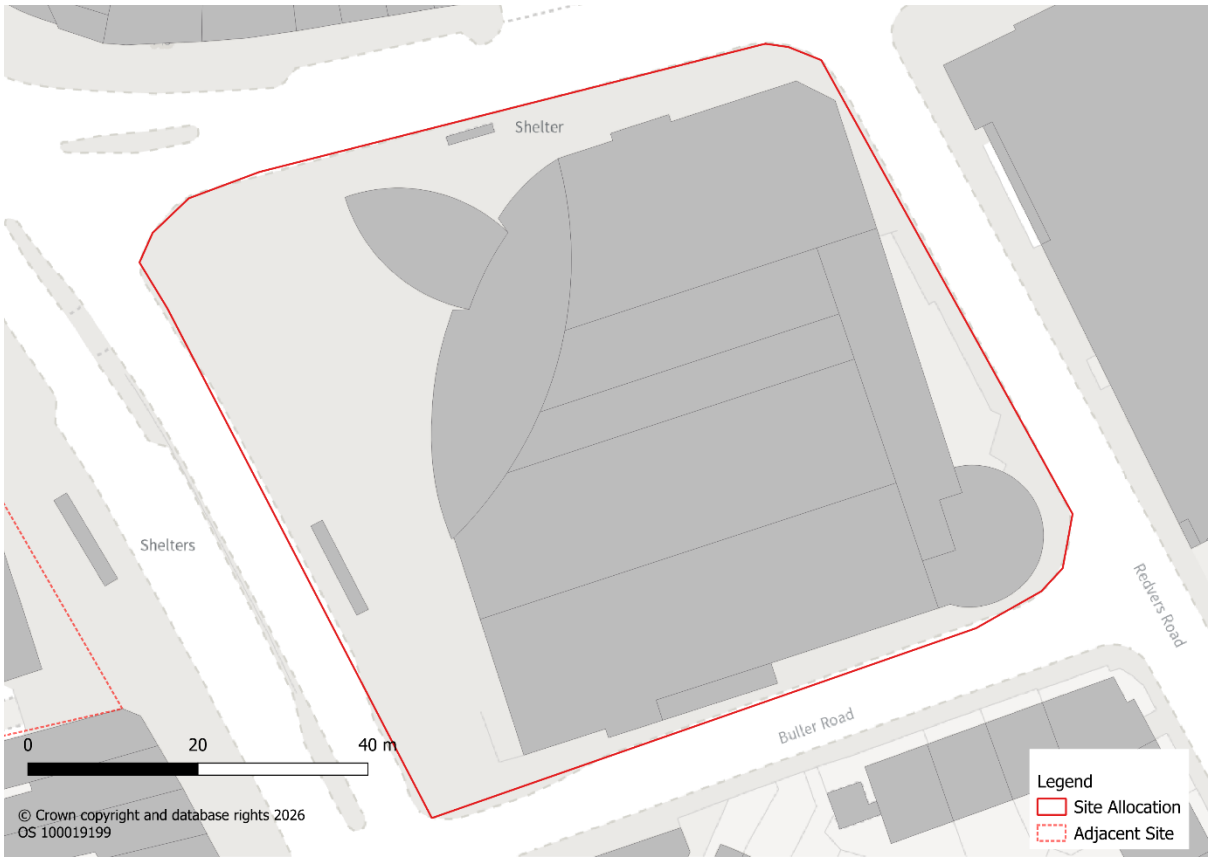
Enhanced tree planting should be delivered around the perimeter of this site to help address a local deficiency in canopy cover and help provide shading for the public realm.

Development should safeguard the adjacent Main River and not adversely affect its flood risk, ecological or operational functions. Early engagement with the Environment Agency is required, and any necessary Flood Risk Activity Permits must be secured prior to the commencement of works.

Development should contribute to the restoration, enhancement and public enjoyment of the Blue Ribbon Network, and investigate opportunities to deculvert the Moselle Brook and restore it as an accessible blue-green asset.

The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

WG SA06: Spouter's Corner



Tables and Figures 139. Xxx

Site Information	Details
Address	Spouter's Corner, 180 Wood Green High Road, Wood Green, N22 6EJ
Area (ha)	0.63
PTAL	6a
Planning designations and constraints	Article 4 - HMOs Wood Green Opportunity Area PFA Transform Area Metropolitan Town Centres Potentially Suitable for Tall Buildings Archaeological Priority Area (APA) - Tier 2 Adjacent to a Conservation Area Adjacent to a Listed Building – Grade II Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer
Relevant permissions	
Indicative capacities	145 homes (net) 4,600 sqm (gross) town centre uses
Phasing	2033-2037
Ownership	Private

A. Proposal

Redevelopment to provide a mixed-use development, with replacement leisure, town centre and employment uses acting as key cultural anchor for the Metropolitan Centre. A new higher density urban form will be provided, framing the Wood Green/ Lordship Lane junction together with the Wood Green Corner sites, and Lordship Lane drawing visitors into the area. A re-imagined and enhanced Spouter's Corner will contain an activated public plaza along Wood Green High Road and Lordship Lane drawing visitors into the area.

B. Masterplanning, engagement and delivery

Development proposals must be supported by a masterplan prepared in accordance with Policy D8.

C. Land uses and activities

Existing land uses: Cultural and leisure, retail/ town centre

Acceptable land uses: Residential, cultural and leisure, retail/ town centre, and office/workspace

Town Centre uses are appropriate on this site and must provide active frontages at ground floor level. There should be an emphasis on replacement leisure provision to meet evidenced demand for such uses. Multi storey commercial development will be supported.

D. Built form, character and heritage

Development should be set back from Wood Green High Road to create a new, enhanced plaza at the entrance to Wood Green.

This site lies partly beneath protected viewing corridors of Alexandra Palace from Lordship Rec and Lordship Lane/Bruce Castle. These views should be preserved through this site

Development should respect the scale of the terraced developments on Gladstone Avenue

Development should conserve or enhance the significance and setting of Wood Green Underground Station

This site may be appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10 and the Haringey Tall Buildings study.

E. Movement and public realm

New development should mark the entrance to Wood Green Underground Station and frame views down the High Road

Proposals should establish an improved plaza fronting onto Wood Green High Road. The busy High Road should be appropriately screened from the plaza to mitigate noise and air pollution impacts where possible.

Public space should be adequately sized to enable outdoor seating, performance space, and circulation, and be activated by commercial and leisure uses

Early engagement with TfL will be required to ensure development does not adversely affect existing or future bus standing arrangements and associated operational infrastructure, including driver facilities.

The Lordship Lane frontage presents an opportunity to deliver a cycle hub linked to Wood Green Underground Station, supporting active travel and reinforcing Wood Green's role as a sustainable transport interchange.

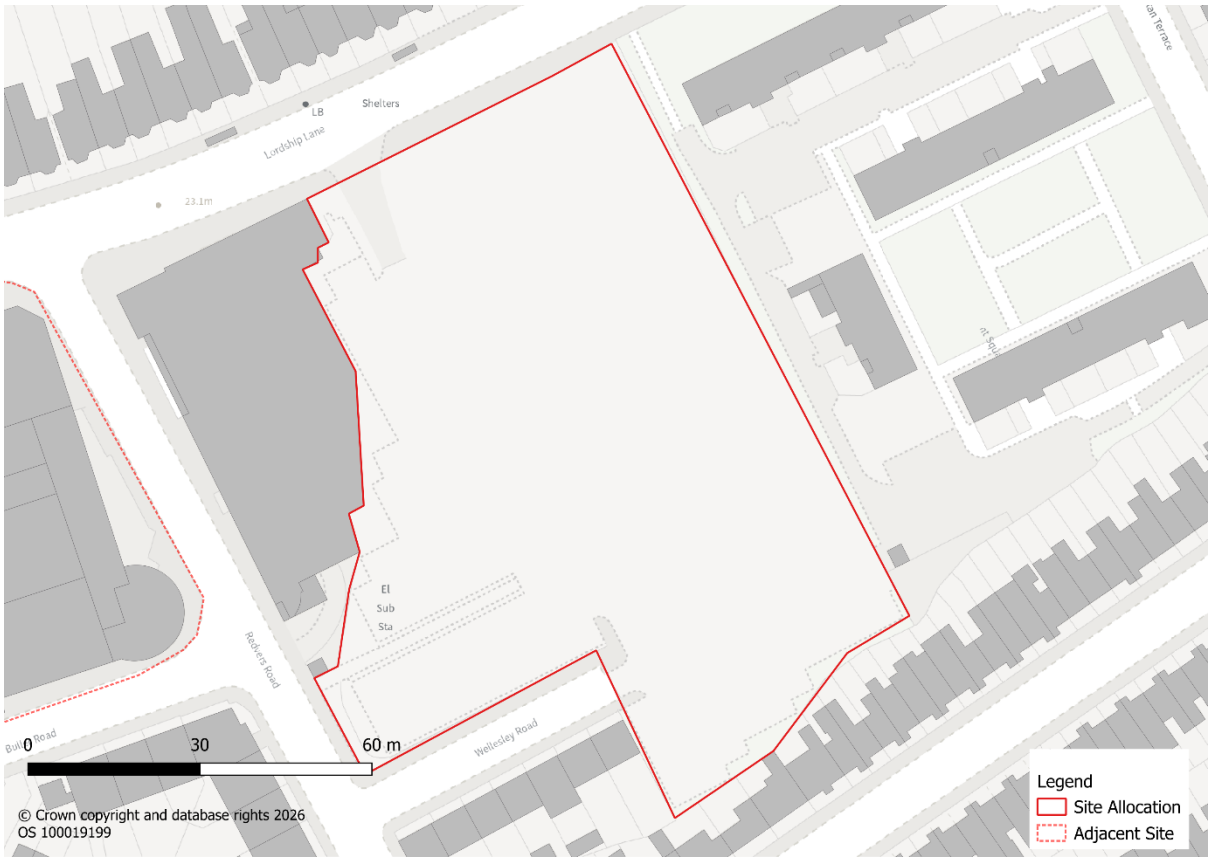
F. Environment and sustainability

Enhanced tree planting around the perimeter of this site should help address a deficiency in canopy cover in this part of the borough, and help provide shading for the public realm

Engagement is needed with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

WG SA07: Mecca Bingo



Tables and Figures 141. Xxx

Site Information	Details
Address	707-725 Lordship Lane, Wood Green, London, N22 5JY
Area (ha)	0.85
PTAL	6a
Planning designations and constraints	Article 4 - HMOs Wood Green Opportunity Area PFA Transform Area Metropolitan Town Centres Adjacent to a Conservation Area Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Proximity to a Statutory Main River Blue Ribbon Network
Relevant permissions	HGY/2024/0450
Indicative capacities	632 Student bedrooms (net) 77 homes (net) 800sqm (gross) town centre uses
Phasing	2028-2032
Ownership	Private

A. Proposal

Comprehensive redevelopment of former bingo hall for employment, leisure and community uses, with student accommodation above, and social housing to the rear including a new public realm and small park in accordance with Planning Permission HGY/2024/0450

B. Masterplanning, engagement and delivery

N/A. Site under construction in accordance with planning permission

C. Land uses and activities

Existing land uses: Currently under contruction

Acceptable land uses: Residential (including purpose-built student accommodation) and town centre uses

D. Built form, character and heritage

The alignment of Wellesley Road should be extended, with residential uses provided on the southern side of the road.

This site lies outside of protected view corridors, and is suitable for heights up to those permissioned

The height of development in the south of the site should be respectful of the existing properties on Moselle Avenue and Wellesley Road

Adjacent to Noel Park Conservation Area – the principles of the Lordship Lane Character Area should be used to guide any alternative development on this site

Given the Bingo use provided a form of community activity, proposals should incorporate alternate leisure and community floorspace

E. Movement and public realm

New development should enhance the public realm in this area by providing a new north south route through this site and incorporate appropriate landscaping and areas of public open space to complement the commercial uses and provide space for residents to enjoy

F. Environment and sustainability

The adjacent Main River should be safeguarded and it should be ensured development does not adversely affect its flood risk, ecological or operational functions. Early engagement with the Environment Agency is required, and any

necessary Flood Risk Activity Permits must be secured prior to the commencement of works.

Development should contribute to the restoration, enhancement and public enjoyment of the Blue Ribbon Network, and investigate opportunities to deculvert the Moselle Brook and restore it as an accessible blue-green asset.

It should be demonstrated that adequate water infrastructure capacity is available to support development. Where appropriate, this should be informed by modelling of potential impacts on the water and early engagement with Thames Water, including consideration of any capacity constraints at the sewage treatment works.

The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

WG PFA3: Wood Green Cultural Quarter and Alexandra Gate

Tables and Figures 143. Map of Placemaking Focus Area XXX

Strategy

1.146 Transformation of the Cultural Quarter will build on its strong ecosystem of creative businesses. Employment-led mixed-used development will provide an exciting mix of new workspaces, cultural infrastructure and town centre uses. A significantly improved high-quality public realm network will deliver a clear east-west route through from the Metropolitan Centre, drawing visitors into this vibrant creative community, currently hidden away, and linking it to the open spaces and Cultural Quarter at Alexandra Palace. New linkages to opens spaces, particularly to Alexandra Park, will help address Wood Green's deficiency in access to open space.

1.147 The Cultural Quarter will be complemented by the completion of Alexandra Gate which will comprise predominately residential development, with employment-led mixed used development at the southern end of the site, providing new workspace, community uses and retaining existing businesses.

1.148 This strategy will be implemented through adherence to Policy WGN1-3, the site allocations outlined below, and the following initiatives:

- Introducing new employment, cultural, town centre and town centre uses to support the Cultural Quarter as a key cultural and employment destination.
- Active uses, in particular evening and night time economy uses and cultural consumption infrastructure, should be directed towards Coburg Road and Brook Road as routes within the Wood Green Cultural Corridor linking the Metropolitan Centre through to Alexandra Palace.
- Cultural anchors, such as cultural or educational institutions, should be attracted to the area to boost footfall and enhance its profile.
- Delivery of affordable workspaces to support and enhance the existing creative economy
- Employment-led mixed-used development at the southern end of Clarendon Road will support and complement activities within the Cultural Quarter and establish a southern gateway through to this Placemaking Focus Area.
- Establishing a vibrant public realm network to complement creative activities and facilitate social, economic and physical connections. This includes:
    - Establishing a new public square within the Alexandra Gate allocation.
    - Creating a new north-south pedestrian and cycling connection from Mary Neuner Road through to Mayes Road.
    - Strengthening the east-west connections along Coburg and Brook Roads, with a significantly improved public realm that supports cultural, evening

and night time economy uses and contains generous green infrastructure, including significant tree planting along this route.

- Strengthening Western/ Mary Neuner/ Clarendon Roads as a calm, tree-lined north-south route through to Turnpike Lane.
- Re-allocation of road space away from on-street car parking to deliver widened pedestrian and cycle routes, street greenery, and bus route infrastructure to support a higher footfall environment resulting from new development.
- Contributing towards improvements to Alexandra Park, the New River Path and Penstock Tunnel to enhance the important recreational asset and to ensure safe and attractive connections to the cultural, leisure and recreation opportunities at Alexandra Palace and Alexandra Park.

- Creative design, use and management of the public realm and yard space to provide space for cultural events and activities and facilitate connections between businesses in the area, strengthening and building ties within the creative ecosystem.
- Establishing a new higher density urban form, building on and showcasing the area's character.
- Heights within this area should rise towards the southern edge of Coburg Road, stepping down to the Wood Green Common Conservation Area to the north and the terraces along Mayes Road and Hornsey Park Road to the east and south.
- The design of buildings and spaces within the Cultural Quarter should respond to its industrial heritage, preserving and enhancing key landmark buildings, such as Chocolate Factory 1 and 2, and creating new opportunities to appreciate them from the public realm.
- Developments should protect and enhance the significance of its built heritage. There are opportunities to embrace the former Duke of Edinburgh Pub and Cambridge House on Mayes Road as gateways into the Cultural Quarter.
- Proposals should be designed to signal and showcase the creative activity going on inside the Cultural Quarter. This could be achieved through the creation of shared public realm/ outdoor workspace, use of transparent glazing, and creative lighting.
- Taking steps to reduce air pollution.

Site Allocations

WG SA08: Iceland



Tables and Figures 144. Xxx

Site Information	Details
Address	Iceland, 59 Mayes Road, Wood Green, N22 6TN
Area (ha)	0.4
PTAL	4
Planning designations and constraints	Article 4 - HMOs PFA Transform Area Wood Green Opportunity Area Cultural Quarter Local Employment Area (LEA) Metropolitan Town Centres Crossrail2 - Safeguarding Limits Potentially Suitable for Tall Buildings Partially in Risk of Surface Water Flooding Area - Medium Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Proximity to a Statutory Main River Blue Ribbon Network

Relevant permissions	HGY/2017/2886 - comprehensive mixed-use scheme of up to 9 storeys with commercial, retail and community uses at ground floor
Indicative capacities	161 homes (net) 2,207 sqm town centre uses
Phasing	2028-3032
Ownership	Private

Tables and Figures 145. Xxx

A. Proposal

Redevelopment of the existing Iceland building to provide a high-density, employment-led mixed-use development. Commercial and/or community/cultural ground floor uses will activate the street front, facilitate connections into the Cultural Quarter and Alexandra Gate and help blend the Cultural Quarter with the Metropolitan Centre to the east.

B. Masterplanning, engagement and delivery

Development proposals must be supported by a masterplan prepared in accordance with Policy D8 .

The masterplan should demonstrate proactive engagement with adjoining landowners and developers to secure a coordinated development that delivers a direct, legible and attractive north-south pedestrian connection through the site, linking with the Land to the Rear of Hornsey Park Road and Alexandra Gate sites.

C. Land uses and activities

Existing land use: Retail (Supermarket)

Appropriate land uses: Town Centre, residential, community and cultural uses

- Town Centre uses should be provided at ground floor to activate the street frontage, with a preference for retail, food & beverage, or workspace.
- Development should result in a net increase in employment floorspace.
- Opportunities should be explored to provide primary care facilities and an integrated health and wellbeing hub to address local needs. Proposals should be informed by engagement with the NHS and other relevant service providers to ensure provision responds to identified needs and service requirements.
- Community and cultural uses appropriate uses at ground floor level.

D. Built form, character and heritage

Development should preserve the protected local view corridor from Alexandra Palance to Lordship Recreation.

- This site may be appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10, the Haringey Tall Buildings study and the following principles:
    - The tallest element of any scheme should be centred towards the middle of Mayes Road frontage and along Brook Road, with heights

dropping down adjacent to the two storey residential homes to the south-east along Hornsey Park Road.

E. Movement and public realm

- New public realm should be created at the front of this site at the corner of Brook Road and Mayes Road, signalling a key gateway through to the Cultural Quarter. This could include wayfinding and seating.

Development should provide a new pedestrian and cyclist connection from Hornsey Park Road through the Land to the rear of Hornsey Park Road site to Brook Road and into the north-south pedestrian routh along the eastern boundary of the Alexandra Gate site which connects to the Clarendon Road Play Area

- Development should facilitate an improved public realm along Mayes Road and Brook Road, including new and improved pedestrian crossings in accordance with the principles of the Wood Green Public Realm Framework.

F. Environment and sustainability

It should be demonstrated that adequate water infrastructure capacity is available to support development. Where appropriate, this should be informed by modelling of potential impacts on the water and early engagement with Thames Water, including consideration of any capacity constraints at the sewage treatment works.

The adjacent Main River should be safeguarded it should be ensured development does not adversely affect its flood risk, ecological or operational functions. Early engagement with the Environment Agency is required, and any necessary Flood Risk Activity Permits must be secured prior to the commencement of works.

Development should contribute to the restoration, enhancement and public enjoyment of the Blue Ribbon Network, and investigate opportunities to deculvert the Moselle Brook and restore it as an accessible blue-green asset.

- Green infrastructure, including trees, should be provided alongside the Brook Road and Mayes Road street front.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

WG SA09: Rear of Hornsey Park Road



Tables and Figures 146. Xxx

Site Information	Details
Address	157 – 159 Hornsey Park Road, N8 0JX
Area (ha)	0.20
PTAL	4
Planning designations and constraints	Article 4 - HMOs Wood Green Opportunity Area PFA Transform Area Cultural Quarter Local Employment Area (LEA) Metropolitan Town Centres Crossrail2 - Safeguarding Limits Local Viewing Corridor Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Proximity to a Statutory Main River Blue Ribbon Network
Relevant permissions	HGY/2024/0466
Indicative capacities	32 homes (net) 97sqm town centre uses
Phasing	2028-2032

Ownership	Private

Tables and Figures 147. Xxx

A. Proposal

Redevelopment for a higher density mixed-use scheme, reflecting its town centre location, and providing a new pedestrian route connecting Hornsey Park Road with Brook Road.

B. Masterplanning, engagement and delivery

Proactive engagement is required with adjoining landowners and developers to secure a coordinated development that delivers a direct, legible and attractive north-south pedestrian connection through the site, linking with the Land to the Rear of Hornsey Park Road and Alexandra Gate sites.

C. Land uses and activities

Existing land uses: Industrial

Appropriate land uses: Residential, retail/ town centre, cultural and office/workspace

Priority should be given to office/workspace with a preference for workspace for the creative industries.

D. Built form, character and heritage

- Height of new buildings where they back onto the residential properties on Hornsey Park Road should be considered carefully to respect their residential amenity.
- Part of this site lies beneath a protected viewing corridor of Alexandra Palace from Lordship Rec and Bruce Castle. Development should be designed to protect this view.
- New development along the new east-west route should frame the space creating a positive and safe town centre feel along its length.

E. Movement and public realm

New development should enhance the public realm in this area by providing a new north south route through this site and incorporating appropriate landscaping to connect through to Alexandra Gate

- The east-west linkage should be as straight as possible between Wood Green High Road and Alexandra Gate

F. Environment and sustainability

The adjacent Main River should be safeguarded and it should be ensured development does not adversely affect its flood risk, ecological or operational functions. Early engagement with the Environment Agency is required, and any

necessary Flood Risk Activity Permits must be secured prior to the commencement of works.

Development should contribute to the restoration, enhancement and public enjoyment of the Blue Ribbon Network, and investigate opportunities to deculvert the Moselle Brook and restore it as an accessible blue-green asset.

Engagement is needed with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

- New street trees should be provided on this site and green the new route through to Alexandra Gate.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

WG SA10: Bittern Place



Tables and Figures 148. Xxx

Site Information	Details
Address	Bittern Place, Coburg Road, Wood Green, N22 6TP
Area (ha)	0.53
PTAL	6a
Planning designations and constraints	Article 4 - HMOs Wood Green Opportunity Area PFA Transform Area Crossrail2 - Safeguarding Limits Cultural Quarter Metropolitan Town Centres Local Employment Area (LEA) Potentially Suitable for Tall Buildings Local Viewing Corridor Partially in Risk of Surface Water Flooding Area - Medium Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer
Relevant permissions	None
Indicative capacities	180 homes (net) 4,500sqm town centre uses

Phasing	2028-2037
Ownership	Public and Private

Tables and Figures 149. Xxx

A. Proposal

Employment-led mixed-use development of a prominent corner site to provide a greater density of town, workspace and residential uses, extending the Metropolitan Centre into the Cultural Quarter. Development will help to activate the public realm, particularly strategic east-west connections along Coburg and Brook Roads.

B. Masterplanning, engagement and delivery

A masterplan is not required but engagement with existing businesses on site should be undertaken to understand and cater to relocation requirements on site where there is a desire to return post-re-development

C. Land uses and activities

Existing land uses: Industrial

Appropriate land uses: Residential, retail/town centre, office/workspace, industrial, cultural and community uses

- Town centre and cultural uses, with an emphasis on leisure, food and drink, office/workspace, light industrial and research and development are appropriate on this site a to enhance the Cultural Quarter, provide modern replacement floorspace for existing businesses on site and to support the placemaking of this new neighbourhood

- Opportunities should be explored to provide primary care facilities and an integrated health and wellbeing hub to address local needs. Proposals should be informed by engagement with the NHS and other relevant service providers to ensure provision responds to identified needs and service requirements.

- Proposals should be mixed-use, employment-led development with replacement yard space suitable for light industry or last mile delivery businesses

D. Built form, character and heritage

- Active frontages which address the public realm will be provided around all edges of the Coburg Road, which forms the key east-west link through the area.

- Development should enhance the setting of the neighbouring former Duke of Edinburgh pub and Chocolate Factory 2 buildings.

- This site may be appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10, the Haringey Tall Buildings study and the following principles:

Heights should be limited to avoid interrupting the designated viewing corridor from Alexandra Palace from Downhills Park Road. Development should be designed to ensure this view is carefully managed.

Taller elements may be appropriate to the west of the site, away from adjacent residential houses on Mayes Road which will continue to be an important local residential street.

E. Movement and public realm

- Improvements to the public realm along Coburg Road should be secured, in accordance with the principles of the Wood Green Public Realm Framework, alongside a public route through the site running north south.

- Adequate yard space should be incorporated into the scheme to provide for the needs of modern business and industry.

Transport for London intends to install a bus stand and drivers' toilets on Silsoe Road. Applicants should liaise with TfL to ensure access to these facilities is maintained throughout the development of the scheme.

F. Environment and sustainability

Engagement is needed with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

- Additional tree planting should be secured to address a canopy cover deficiency in this area, and to enhance the east-west route on Coburg Road

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

WG SA11: Mallard and Kingfisher Place



Tables and Figures 150. Xxx

Site Information	Details
Address	Mallard and Kingfisher Place, Coburg Road, N22 6XF
Area (ha)	0.83
PTAL	4
Planning designations and constraints	Article 4 - HMOs Wood Green Opportunity Area PFA Transform Area Cultural Quarter Local Employment Area (LEA) Crossrail2 - Safeguarding Limits Potentially Suitable for Tall Buildings Local Viewing Corridor Partially in Risk of Surface Water Flooding Area – Medium & High Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer
Relevant permissions	HGY/2025/3217
Indicative capacities	190 homes (net) 5,000sqm (gross) employment, community
Phasing	2028-2037

Ownership	Public

Tables and Figures 151. Xxx

A. Proposal

Redevelopment to provide a greater density and mix of employment, workspace and residential uses, supporting the Cultural Quarter. Active frontages and uses, and a dramatically improved public realm will create dynamic, creative environment along Coburg and Clarendon Road, as part of the strategic east-west Wood Green Cultural Corridor.

Mallard Place has planning permission for the delivery of 150 new council homes, together with flexible workspace.

B. Masterplanning, engagement and delivery

Development proposals for Kingfisher Place do not require a masterplan but must be coordinated with proposed development at Mallard Place having regard to the extant planning permission for the site.

C. Land uses and activities

Existing land uses: Industrial, community (including education) uses

Appropriate land uses: Residential, office/workspace, light industrial, cultural and community uses

- Employment uses should be provided including affordable and creative workspace, alongside cultural facilities to enhance the Cultural Quarter, provide modern replacement floorspace for existing businesses on site and to support the placemaking of this new neighbourhood

The employment quantum may be delivered predominantly on either Kingfisher or Mallard Place, but active frontages will be required on Coburg Road ground floor elevations

- Proposals should be mixed-use, employment-led development and not result in a reduction in employment floorspace

- Opportunities should be explored to provide primary care facilities and an integrated health and wellbeing hub to address local needs. Proposals should be informed by engagement with the NHS and other relevant service providers to ensure provision responds to identified needs and service requirements.

D. Built form, character and heritage

The site is within the Wood Green Cultural Quarter and is suitable for developments incorporating affordable and creative workspace, alongside cultural facilities –.

The Chocolate Factory 2 and former Duke of Edinburgh pub are important local assets in the area and new development should complement these assets.

- Active frontages to both sides of Clarendon Road will be required, which will demonstrably contribute to the cultural character of the area.

- Part of this site lies beneath a protected viewing corridor of Alexandra Palace from Downhill Park Road. Development should be designed to ensure this view is carefully managed.

- New development at the junction of Western and Coburg Roads should mark the entrance to the area from Alexandra Palace via the Penstock foot tunnel.

- This site may be appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10 and the Haringey Tall Buildings study.

E. Movement and public realm

- Improvements to the public realm along Coburg Road should be secured, alongside a public route through the site running north south, in accordance with the principles of the Wood Green Public Realm Framework.

The site fronts onto Coburg Road which is part of a new east-west connection through Wood Green. The delivery of an easily navigable and accessible pedestrian and cycling link from Wood Green High Road to Alexandra Palace via the Penstock foot tunnel, or suitable alternative link, should be explored, in accordance with the principles of the Wood Green Public Realm Framework.

- A new, high-quality public realm should be created at the centre of the Cultural Quarter around Clarendon Road to the north of the site in conjunction with WG SA 14. A Public Realm Strategy which engages with the wider redevelopment of the area including how this site interfaces with Alexandra Gate and Guillemot Place will be required

F. Environment and sustainability

Engagement is needed with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

- Tree planting should be maximised along Coburg Road to enhance the green pedestrian link to Alexandra Palace.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

WG SA12: Guillemot Place



Tables and Figures 152. Xxx

Site Information	Details
Address	Haringey Job Centre, Mayes Road, and Guillemot Place, N22 6XJ
Area (ha)	1.2
PTAL	5
Planning designations and constraints	Article 4 - HMOs Wood Green Opportunity Area PFA Transform Area Cultural Quarter Local Employment Area (LEA) Partially in Crossrail2 - Safeguarding Limits Potentially Suitable for Tall Buildings Local Viewing Corridor Partially in Risk of Surface Water Flooding Area – Medium & High Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Archaeological Priority Area (APA) - Tier 2 Partially in a Conservation Area Adjacent to Locally Listed Buildings

Relevant permissions	
Indicative capacities	160 homes (net) 4,500sqm (gross) employment
Phasing	2028-3032
Ownership	Public and Private

Tables and Figures 153. Xxx

A. Proposal

The site contains old industrial and warehousing buildings in a good location within the Wood Green Cultural Quarter, and Local Employment Area. The site is suitable for comprehensive employment-led redevelopment enhancing the Wood Green Cultural Quarter, including creation of a new north south link between Clarendon Road and Wood Green Common, creating mixed use development.

B. Masterplanning, engagement and delivery

Development proposals must be supported by a masterplan prepared in accordance with Policy D8.

The masterplan should:

- cover both Guillemot Place and the Job Centre site, to optimise site capacity and help establish a new north south route through to Wood Green Common at the interface of Guillemot Place and Haringey Job Centre. Provision for the route must be made in each land parcel.
- Ensure that the quanta of residential and employment uses on each land parcel is proportionate to their overall site size.

C. Land uses and activities

Existing land uses: Industrial

Acceptable land uses: Industrial, cultural, office/workspace, residential and community uses

- Employment uses should be provided including affordable and creative workspace, alongside cultural facilities to enhance the Cultural Quarter, provide modern replacement floorspace for existing businesses on site and to support the placemaking of this new neighbourhood
- Proposals should be mixed-use, employment-led development and not result in a reduction in employment floorspace
- Affordable workspace will be sought of the same typologies as existing on this site
- A replacement Job Centre should be provided or an alternative location in Wood Green secured.
- Adequate yard space should be re-provided to support the cultural and workspace typologies delivered on this site
- Opportunities should be explored to provide primary care facilities and an integrated health and wellbeing hub to address local needs. Proposals should

be informed by engagement with the NHS and other relevant service providers to ensure provision responds to identified needs and service requirements.

D. Built form, character and heritage

- The site is within the Wood Green Cultural Quarter and is suitable for developments incorporating creative workspace, alongside cultural facilities
- Part of the site is located within Wood Green Common Conservation Area. and any development should make a positive contribution to the setting of the Conservation Area, in particular the locally listed Alexandra Primary School, and 109 Mayes Road.
- Site is adjacent to Locally Listed Buildings (Cambridge House on 109 Mayes Road, and former Duke of Edinburgh Public House on 83 Mayes Road)
- Massing should be informed by development at the Chocolate Factory
- This site is within a viewing corridor of Alexandra Palace from Lordship Rec and Lordship Lane/ Bruce Castle, and the new local view from Wood Green High Road, and development should be designed in such a way as to complement these views.
- This site may be appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10 and the Haringey Tall Buildings study.

E. Movement and public realm

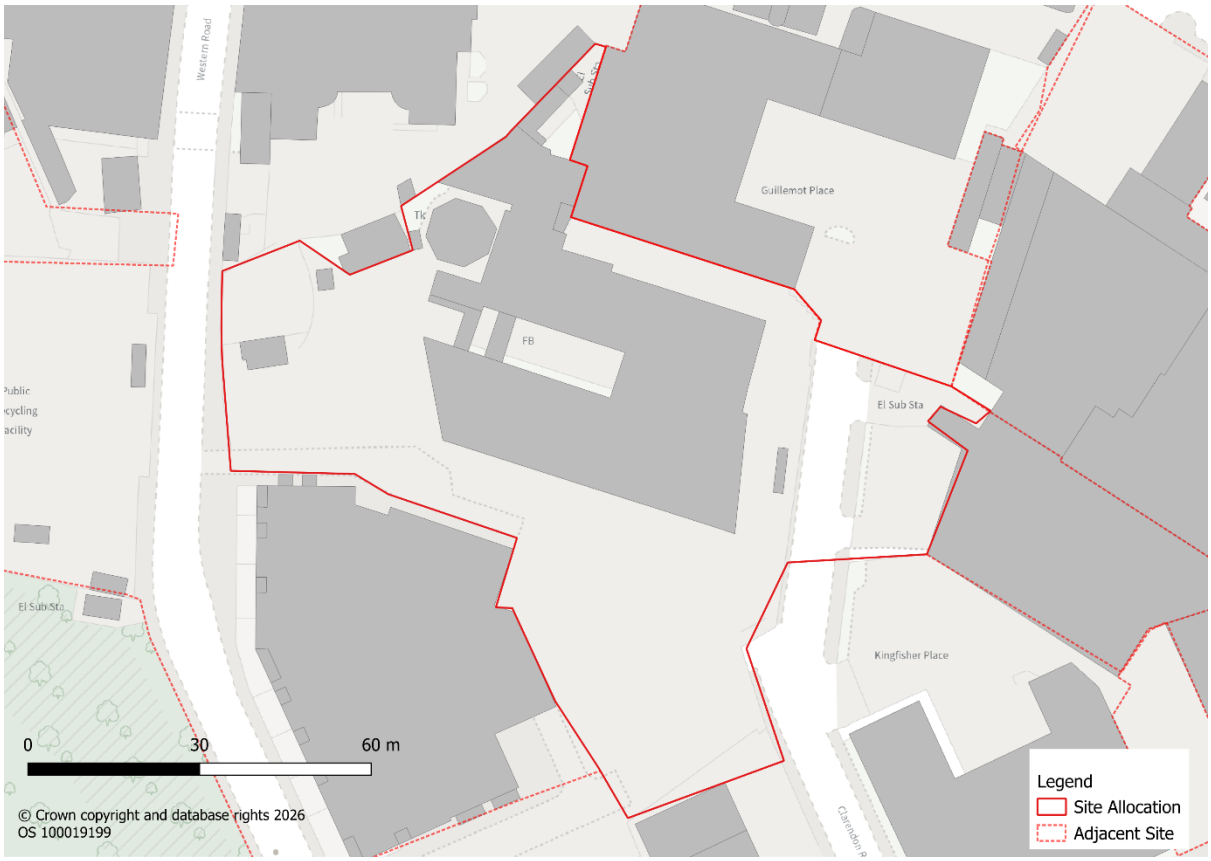
- An extension of Clarendon Road must be established through the site as a pedestrian and cycling route linking the Cultural Quarter with Wood Green
- A new, high quality public realm should ne created as part of the north-south link that will act as the focal point for the Cultural Quarter on this the site in combination with the Chocolate Factory, in accordance with the principles of the Wood Green Public Realm Framework.

F. Environment and sustainability

- Engagement is needed with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.
- Additional tree planting should be secured to address a canopy cover deficiency in this area.
- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and

incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

WG SA14: Chocolate Factory



Tables and Figures 154. Xxx

Site Information	Details
Address	Chocolate Factory, 1-3 Clarendon Rd, and John Raphael House, Wood Green, N22 6XJ
Area (ha)	1.4
PTAL	4
Planning designations and constraints	Article 4 - HMOs Wood Green Opportunity Area PFA Transform Area Cultural Quarter Local Employment Area (LEA) Crossrail2 - Safeguarding Limits Potentially Suitable for Tall Buildings Local Viewing Corridor Partially in Risk of Surface Water Flooding Area – Medium & High Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Adjacent to Archaeological Priority Area (APA) - Tier 2 Adjacent to Conservation Area
Relevant permissions	HGY/2017/3020

Indicative capacities	150 homes(net) (80 homes have already been delivered on this site) 10,657sqm office/workspace, community and cultural uses
Phasing	2028-3032
Ownership	Private

Tables and Figures 155. Xxx

A. Proposal

Redevelopment with extensions to the existing Chocolate factory to create a mixed-use development with new homes, commercial, employment and community uses, new public realm, and replacement and enhanced affordable workspace.

B. Masterplanning, engagement and delivery

Development proposals must be supported by a masterplan prepared in accordance with Policy D8.

The masterplan should cover both this site and the adjacent Guillemot Place site to optimise site capacity and help establish a new north south route through to Wood Green Common at the interface of Guillemot Place and Haringey Job Centre.

C. Land uses and activities

Existing land uses: Industrial

Acceptable land uses: Office/workspace, residential, cultural and community

Developemnt should:

provide a range of employment uses, including affordable and creative workspace and complementary cultural facilities, to enhance the Cultural Quarter, facilitate the retention and growth of existing businesses through modern replacement floorspace, and support the creation of a distinctive mixed-use neighbourhood.

be mixed-use and employment-led, and as a minimum re-provide existing employment floorspace.

D. Built form, character and heritage

Developemnt should conserve or enhance the significance and setting of the adjacent Wood Green Common Conservation Area.

The original Chocolate Factory building should be retained

- This site may be appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10, the Haringey Tall Buildings study and the following principles:
    - Heights of up to 18 storeys are appropriate as per the planning permission.
    - Any revised application should revisit heights in assessing potential harm upon the protected viewing corridor.

E. Movement and public realm

- Public realm should be provided in accordance with the planning permission quanta and principles

- Provision for the north south route linking Clarendon Road with Wood Green Common must be secured, in accordance with the principles of the Wood Green Public Realm Framework.

- Better east-west connectivity through the site, as secured in the planning permission linking Western Road with Clarendon Road should be delivered

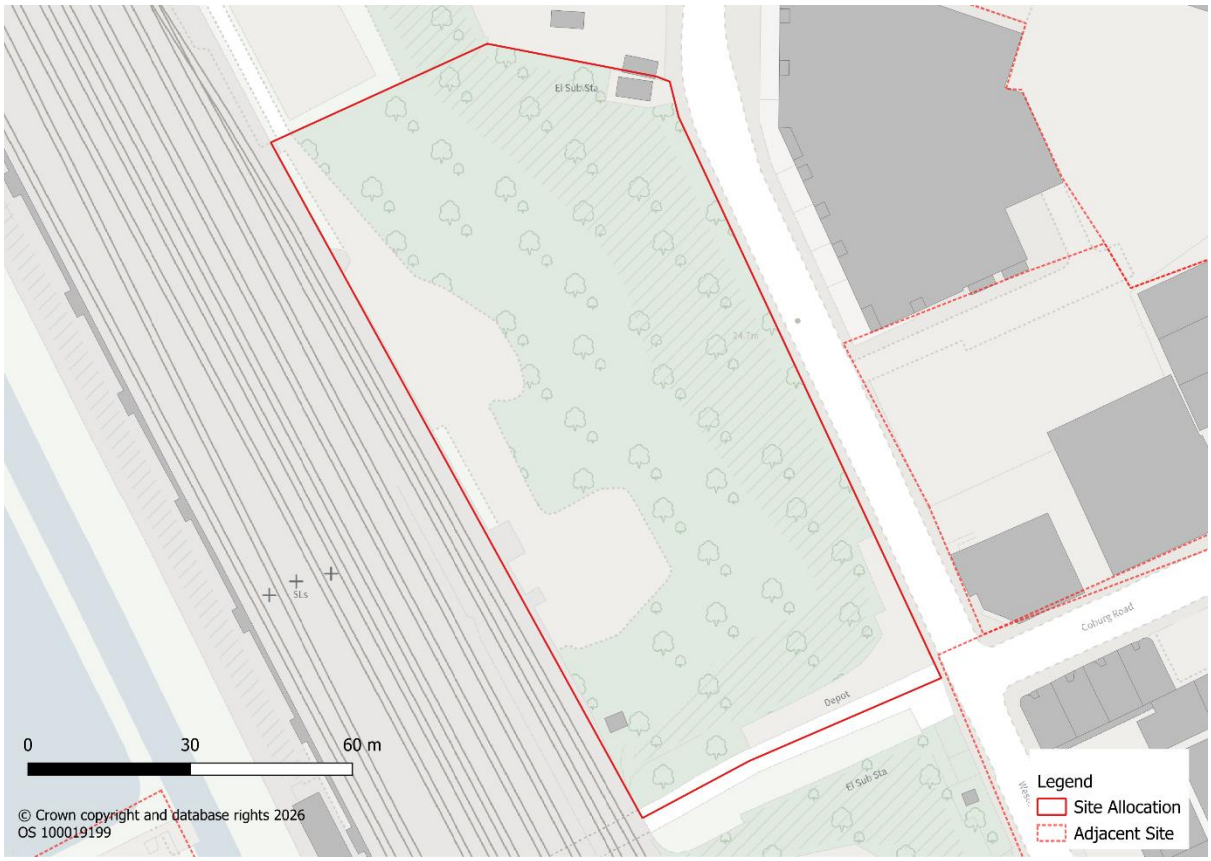
F. Environment and sustainability

Engagement is needed with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

- Additional tree planting should be secured to address a canopy cover deficiency in this area.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

WG SA15: Land adjacent to Coronation Sidings



Tables and Figures 156. Xxx

Site Information	Details
Address	Land adjoining Western Road, the Penstock foot tunnel, and the Great Northern Rail Line, Wood Green, N22 6UB
Area (ha)	0.9
PTAL	3
Planning designations and constraints	Article 4 - HMOs Wood Green Opportunity Area PFA Transform Area Cultural Quarter Crossrail2 - Safeguarding Limits Local Employment Area (LEA) Local Viewing Corridor Potentially Suitable for Tall Buildings Partially in Risk of Surface Water Flooding Area – Medium & High Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Ecological Corridor
Relevant permissions	None

Indicative capacities	180 homes (net) 3,020sqm Office/workspace and industrial uses
Phasing	2038-2042
Ownership	Private

Tables and Figures 157. Xxx

A. Proposal

Mixed use development of this mostly vacant land to provide new employment floorspace at ground level and an improved public realm, creating a more prominent, safe, activated and attractive route through to the Penstock Foot Tunnel. Significant green infrastructure should be provided to enhance the ecological corridor running alongside the railway line and preserve Western Road's character as a tree-lined green route.

B. Masterplanning, engagement and delivery

Development proposals must be supported by a masterplan prepared in accordance with Policy D8 .

Engagement with Network Rail will be necessary given the adjacent railway and Hornsey Depot

C. Land uses and activities

Existing land use: amenity land

Acceptable land uses: Residential, office/workspace and industrial

- Industrial, workspace, research and design, and office uses are appropriate on this site given its employment land designation and its location away from neighbouring sites
- The site lies on the edge of the cultural quarter and so is also suitable for developments incorporating affordable and creative workspace, alongside cultural facilities

D. Built form, character and heritage

- The site marks the gateway to the Penstock Tunnel through to Alexandra Palace. Enhancements should be delivered that complement the public realm improvements to the tunnel itself.
- Local Viewing Corridor to Alexandra Palace should not be interrupted. Heights will be constrained by the impact on long views of Alexandra Palace from Downhill Park Road.
- Development should mark the corner of Western Road and the Penstock path
- Development at the corner of Western Road and the Penstock path should complement the development across Western Road to the west.

- This site may be appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10, the Haringey Tall Buildings study and the following principles:
    - be located where it reinforces the role of the site as a gateway to the Penstock Tunnel and wider east-west connection between Wood Green and Alexandra Palace;
    - conserve or enhance the setting of Alexandra Park and Alexandra Palace; and
    - respond appropriately to the scale of neighbouring development, including the development site opposite on Western Road.

E. Movement and public realm

- A new frontage to the Penstock path should be created, increasing passive surveillance of the path and the entrance to the tunnel
- Penstock Path will become part of the new east west route linking Wood Green with Alexandra Palace and the west of the borough through the Penstock foot tunnel.
- Development contributions for a dedicated cycle and pedestrian crossing of Western Road into Coburg Road should be secured
- Consideration should be given to retention of the mature trees fronting onto Western Road, while ensuring that new buildings face onto, and are accessed from Western Road.

F. Environment and sustainability

Engagement is needed with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

The site is currently part of a north-south ecological corridor running along the rail line. While accepting that the quantum of corridor in this area will be reduced, development will need to to ensure that the function of the corridor is protected through the development. At present the land is not considered to be positively contributing to the principles of the corridor, and any future development should ensure a positive contribution to the ecological corridor.

- Biodiversity Net Gain should prioritise habitats and species that will complement those in the Ecological Corridor
- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and

incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

WG SA16: Quicksilver Place



Tables and Figures 158. Xxx

Site Information	Details
Address	Quicksilver Place, Car Park, Western Road, Wood Green, N22 6UH
Area (ha)	0.3
PTAL	4
Planning designations and constraints	Article 4 - HMOs Wood Green Opportunity Area PFA Transform Area Cultural Quarter Crossrail2 - Safeguarding Limits Local Employment Area (LEA) Local Viewing Corridor Partially in Risk of Surface Water Flooding Area – Medium & High Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Adjacent to a Conservation Area Adjacent to an Ecological Corridor
Relevant permissions	None
Indicative capacities	100 homes (net)

	1650 sqm (gross) office/workspace, community and industrial
Phasing	2033-2037
Ownership	Public

Tables and Figures 159. Xxx

A. Proposal

Redevelopment which increases employment floorspace alongside delivering residential uses on the site and addresses the needs of the emergency services to secure an intensified and optimal use of land within the Opportunity Area, and further the creation of a new mixed-use destination at the edge of the Cultural Quarter

B. Masterplanning, engagement and delivery

Development proposals must be supported by a masterplan prepared in accordance with Policy D8 .

Development should be designed to protect the amenity of users of Heartlands High School.

Development proposals should demonstrate early engagement with the Metropolitan Police to understand operational requirements and secure the provision of any necessary replacement facilities either on-site or in an appropriate nearby location.

C. Land uses and activities

Existing land use: Community (police base)

Acceptable land uses: office/workspace, community, industrial and residential

- The site lies on the edge of the cultural quarter and so is suitable for developments incorporating affordable and creative workspace, alongside cultural facilities

D. Built form, character and heritage

- This site is not considered suitable for a tall building due to the potential impact on long views of Alexandra Palace from Lordship Rec and Lordship Lane/Bruce Castle
- The development should be designed in such a way that it contributes positively to the setting of Wood Green Common, and other buildings within the Conservation Area, in particular it should be designed to complement the characterful Decorium centre

E. Movement and public realm

- Access for the parking of vehicles in relation to any maintained patrol base will be necessary to meet operational requirements.
- A separate pedestrian and cycle access to the north of the site linking to the new river path should be explored.

F. Environment and sustainability

Engagement is needed with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

- Additional tree planting should be secured to address a canopy cover deficiency in this area.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

WG SA17: Alexandra Gate



Tables and Figures 160. Xxx

Site Information	Details
Address	Land at Former Clarendon Gas Works, Clarendon Road, Hornsey Park Road, Mayes Road, Clarendon Road, N22 6TZ
Area (ha)	2.54
PTAL	4-6
Planning designations and constraints	Article 4 - HMOs Wood Green Opportunity Area PFA Transform Area Cultural Quarter Partially in a Local Employment Area (LEA) Partially in Crossrail2 - Safeguarding Limits Potentially Suitable for Tall Buildings Partially in Risk of Surface Water Flooding Area – Medium & High Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Proximity to a Statutory Main River Adjacent to a Designated Open Space Adjacent to an Ecological Corridor

Relevant permissions	HGY/2017/3117 (Hybrid Permission) HGY/2009/0503
Indicative capacities	955 homes (net) 2,500sqm (gross) office/workspace, community and cultural
Phasing	2028-3032
Ownership	Private

Tables and Figures 161. Xxx

A. Proposal

Comprehensive masterplanned mixed use redevelopment to create a new destination within Wood Green, including new employment floorspace, new homes, and a new public square with ancillary retail and employment uses, community uses, and establishing a new north-south and east-west connections through the area.

B. Masterplanning, engagement and delivery

Council-approved masterplans are in place for phases 1-4 of the allocation. Development proposals must accord with the most up-to-date approved masterplan in accordance with Policy D8.

Further phases will be required to prepare a masterplan demonstrating how they contribute to the objectives of this allocation. It will need to:

- Cover both this site and the adjacent land to the rear of Hornsey Park Road, to optimise site capacity and help enhance the new east-west route along Coburg Road, and north south continuing along Clarendon Road with public open spaces secured in line with the planning permission

- Development of higher densities on land parcels still to come forward may be appropriate subject to a spatial framework showing how the development delivers on the design and amenity secured through the planning permission, would not interrupt protected views, and does not compromise co-ordinated development on the other land parcels within the allocation, and on surrounding sites.

C. Land uses and activities

Existing land uses: Industrial, residential

Acceptable land uses: Office/workspace and residential

- As per the permission, replacement employment floorspace should be provided and should seek to maximise the quanta permissioned in the outline permission. Priority should be given to the provision of affordable and creative workspace, alongside cultural facilities.

D. Built form, character and heritage

- Part of this site lies beneath a protected viewing corridor of Alexandra Palace from Downhill Park Road. Development should be designed to protect this view

- View of the site from Alexandra Palace & Park should be considered in any design. Development should address the Park across the rail line on upper levels where it will be visible from within Alexandra Park.

- This site may be appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10 and the Haringey Tall Buildings study.

E. Movement and public realm

- New public realm has been created. Further improvements to the new north south route along Mary Neuner Way should be secured.

- An improved route for pedestrians and cyclists will be established along Coburg Road along with Mallard, Kingfisher and Guillemot Places. Part of this will be the principal new East-West Route through Wood Green, establishing an easily navigable pedestrian and cycling link from Wood Green High Road to Alexandra Palace via the Penstock foot tunnel, in accordance with the principles of the Wood Green Public Realm Framework. This route should be sufficiently wide to accommodate a range of activities and events throughout the year and development should be set back to allow this, and provide enhancements to the public realm interfacing onto this key route

Provision for a new bus route, including a new bus stop on Mary Neuner Way, will be required.

F. Environment and sustainability

It must be demonstrated that adequate water and wastewater infrastructure capacity is available to support development. Where appropriate, this should be informed by modelling of potential impacts on the water and wastewater network and early engagement with Thames Water, including consideration of any capacity constraints at the sewage treatment works.

Development proposals should protect and enhance the nature conservation value of the adjacent Ecological Corridor.

- The site is a former gas works and industrial site and land must be remediated as necessary.

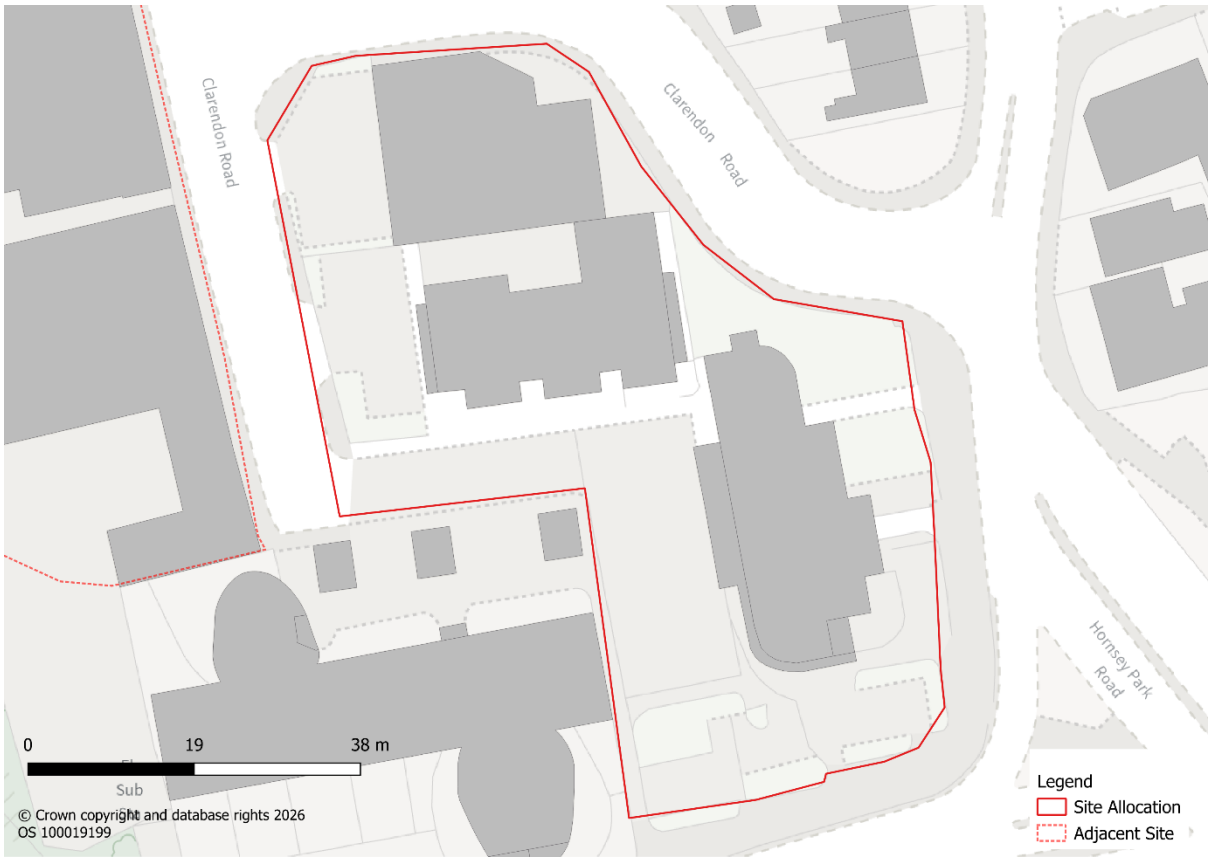
- Additional tree planting should be secured to address a canopy cover deficiency in this area.

The adjacent Main River should be safeguarded and it should be ensured development does not adversely affect its flood risk, ecological or operational functions. Early engagement with the Environment Agency is required, and any necessary Flood Risk Activity Permits must be secured prior to the commencement of works.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and

incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

WG SA18: Clarendon Road Gateway



Tables and Figures 162. Xxx

Site Information	Details
Address	African Caribbean Cultural Centre, Clarendon Recovery College and Jessica Buttons, 9; 30-36 Clarendon Road, N8 0DJ
Area (ha)	0.4
PTAL	4
Planning designations and constraints	Article 4 - HMOs Wood Green Opportunity Area PFA Transform Area Potentially Suitable for Tall Buildings Partially in Risk of Surface Water Flooding Area – Medium & High Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Adjacent to Ecological Corridor
Relevant permissions	HGY/2022/3846
Indicative capacities	130 homes (net) 4,000 sqm office/workspace and community uses
Phasing	2028-3032
Ownership	Public and Private

Tables and Figures 163. Xxx

A. Proposal

Redevelopment for the creation of new mixed use development including community, employment and residential uses, and to complement the development at Alexandra Gate to the north. Planning permission has been granted at Jessica Buttons, 30-36 Clarendon Road for a 51 unit mixed use redevelopment (HGY/2022/3846). The redevelopment of this area which is currently of a mixed character that includes a mix of community, employment and residential uses can help establish a more coherent urban form, improved public realm, and modern community and employment floorspace.

B. Masterplanning, engagement and delivery

Development proposals must be supported by a masterplan prepared in accordance with Policy D8.

The masterplan should:

- cover the African Caribbean Cultural Centre, Clarendon Recovery College and Jessica Buttons buildings and include a more coherent network of roads and pedestrian and cycle routes to increase connectivity to Turnpike Lane and Mary Neuner Road

- Be informed by engagement with the West Indian Cultural Centre and Clarendon Recovery College.

C. Land uses and activities

Existing land uses: Employment (light industrial and general industrial) and community uses

Acceptable land uses: Residential, employment, and community uses

- Industrial, workspace, research and design, and office uses are appropriate

- Opportunities should be explored to collaborate with existing community facilities providers in the area to improve the overall level of service.

Community floorspace should be re-provided in accordance with Policy S2.

- Opportunities should be explored to provide primary care facilities and an integrated health and wellbeing hub to address local needs. Proposals should be informed by engagement with the NHS and other relevant service providers to ensure provision responds to identified needs and service requirements.

D. Built form, character and heritage

- This site may be appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10 and the Haringey Tall Buildings study.

- Heights should be restricted where they interface with the properties on Hornsey Park Road

- The design and massing of any development should reference and complement the permitted scheme at 30 Clarendon Road

E. Movement and public realm

- Improvements to the new north south route along Mary Neuner Way/Clarendon Road should be secured including the provision of landscaping and trees to enhance this key north-south route

- Provision for a new bus route, including a new bus stop on Mary Neuner Way/Clarendon Road, may be required

- Increased permeability through the site will be sought, with a public realm designed to mitigate the development from the busy intersection of Turnpike Lane and Hornsey Park Road.

F. Environment and sustainability

It should be demonstrated that adequate water infrastructure capacity is available to support development. Where appropriate, this should be informed by modelling of potential impacts on the water and early engagement with Thames Water, including consideration of any capacity constraints at the sewage treatment works.

Development proposals should protect and enhance the nature conservation value of the adjacent Ecological Corridor

- Additional tree planting should be secured on the perimeter of this site to address a deficiency in canopy cover in this area.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

WG SA19: Clarendon Road South



Tables and Figures 164. Xxx

Site Information	Details
Address	19-33 and 50 Clarendon Road, Civica Election Service, Hertie, Virgin Group and London Alevi Community Centre, N8 0DD
Area (ha)	1.08
PTAL	4-6a
Planning designations and constraints	Article 4 - HMOs Wood Green Opportunity Area PFA Transform Area Potentially Suitable for Tall Buildings Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Adjacent to an Ecological Corridor
Relevant permissions	HGY/2024/2279
Indicative capacities	400 homes (net) Retention and/or reprovision of employment and community floorspace
Phasing	2028-2037
Ownership	Public and Private

Tables and Figures 165. Xxx

A. Proposal

The site is currently of a mixed character that includes community, employment (including election services) and residential uses. There is potential for the site to be used more intensively for the creation of new mixed use development including community, employment and residential uses, and to complement the development which is expected to take place on the adjacent sites to the east of Clarendon Road. The retention and expansion of election services and community uses within this area is supported.

B. Masterplanning, engagement and delivery

A masterplan is required prepared in accordance with Policy D8. It will need to cover all land parcels within this allocation to ensure optimum site capacities can be achieved, with a proportionate split of employment and residential quanta.

Engagement with the elections services operations is necessary to allow for their continued secure functioning on a 24hour basis.

There are existing community uses on site, and engagement with them, including the Alevi Centre, will be essential to inform appropriate development options.

C. Land uses and activities

Existing land uses: Employment and community

Acceptable land uses: Residential, employment and community uses

Retention and enhancement of existing community uses should be provided for e.g. the Alevi Centre

Industrial, workspace, research and design, and office uses are appropriate on this site with a preference for workspace, office and community uses to support placemaking

- Adequate replacement yard space should be provided to cater for the industrial, and workspace floorspace
- Opportunities should be explored to provide primary care facilities and an integrated health and wellbeing hub to address local needs. Proposals should be informed by engagement with the NHS and other relevant service providers to ensure provision responds to identified needs and service requirements.

D. Built form, character and heritage

- This site may be appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10 and the Haringey Tall Buildings study.

- The design of buildings should reference the recently completed developments at Alexandra Gate

- Residential uses should be appropriately screened and insulated from adjacent ongoing business uses. The agent of change principle will apply.

E. Movement and public realm

- Improvements to the new north south route along Mary Neuner Way/Clarendon Road should be secured including the provision of landscaping and trees to enhance this key north-south route

- Provision for a new bus route, including a new bus stop on Mary Neuner Way/Clarendon Road, may be required including safer pedestrian crossings

- Appropriate traffic/parking arrangements will be required having regard to existing patterns of traffic within the local area

F. Environment and sustainability

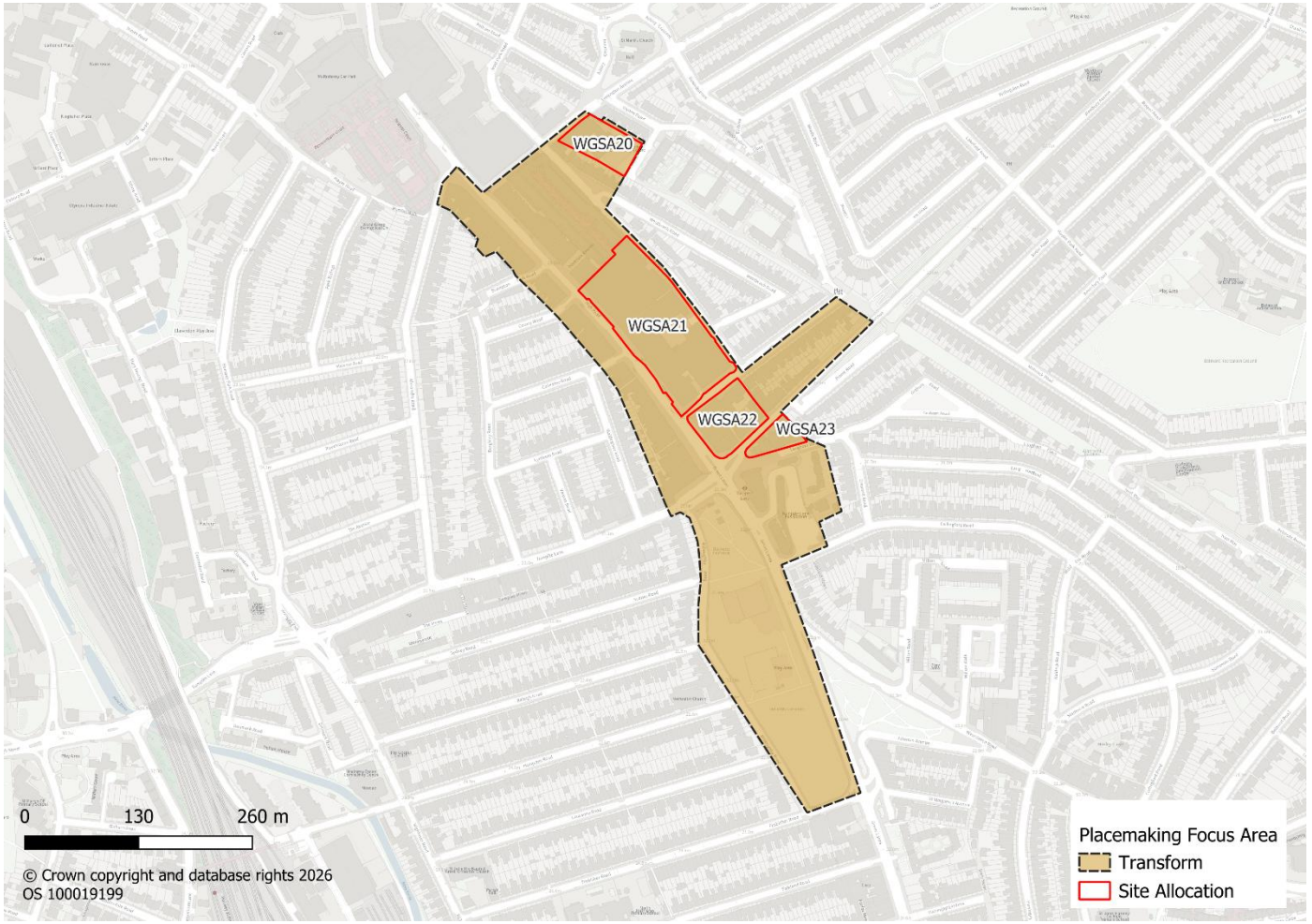
It should be demonstrated that adequate water infrastructure capacity is available to support development. Where appropriate, this should be informed by modelling of potential impacts on the water and early engagement with Thames Water, including consideration of any capacity constraints at the sewage treatment works. Close attention in the design of this site should be had to the impact of the railway embankment on future occupants of the site.

- Improvements to the adjacent ecological corridor should be sought, with Biodiversity Net Gain habitats on site complementing those found within the ecological corridor.

- Additional tree planting should be secured on the perimeter of this site to address a deficiency in canopy cover in this area.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

WG PFA4: Wood Green High Road and Terraces



Tables and Figures 166. Map of Placemaking Focus Area XXXXX

Strategy

1.186 Transformation of the eastern side of the High Road through significant redevelopment opportunities will introduce a greater density and mix of uses, while positively responding to the character of the historic retail terraces on the western side of the High Road. New activated laneways running perpendicular to the High Road will both enhance its connectivity and expand the frontage of the Metropolitan Centre.

1.187 This strategy will be implemented through adherence to Policy WGN1 and WGN2, the site allocations outlined below, and the following initiatives:

- Supporting the continued transformation of the eastern side of the High Road to deliver new mixed use commercial floorspace and an improved urban environment through:
- Redevelopment of key sites including the Sainsbury's site and former BHS and adjacent sites to improve the public realm, expand the range of town centre uses available in the area and provide active ground floor frontages
- Delivering opportunities for new lanes running east-west between Bury Road and the High Road, and ensuring ground floor uses are created that make use of the pedestrianised urban realm in front of their active frontages
- sing car parks for more productive uses including cultural and leisure activities, and exploring the potential for additional housing on these sites
- Establishing active frontages on the laneways running off the High Road in this area. High-quality public realm will be created which will help to attract users to spend time in these new "off the High Road" locations.
- Support for uses that are open in the day and also into the evening to bolster the centre's evening economy.
- Supporting meanwhile uses within the Bury Road Carpark where it provides a more activated town centre and addresses anti-social behaviour.
- Enhancement of the western side of the High Road to:
    - Preserve the terraces of individual smaller shop units within the area as identified as 'The Terraces' to retain the historical terraced frontages to Wood Green High Road, to preserve the streetscape rhythm and to preserve opportunities for independent traders.
    - Residential uses will be resisted above shop frontages, to preserve office units, as well as storage and ancillary spaces for the retail units, and to help encourage uses that open later into the evening to locate in this area.

- Bolster community and other uses within this area of Wood Green by providing space for new cultural activities including replacement floorspace for existing community facilities and youth clubs if affected by redevelopment

- Increase the permeability of the area and the depth of the town centre through:

  - Creating and enhancing connections throughout Wood Green, including new laneways to create permeability along the east side of the High Road to Bury Road, new east west connections to link the High Road and cultural quarter areas and improving street layouts and creating space for shoppers and visitors.

  - Improvements to the small open space at the corner of Whymark Avenue and the Sandlings to optimise the cycle and pedestrian route, open space quality, and address issues of public safety.

  - Setting back of retail frontages to create greater circulation space on the High Road to improve the urban realm on Wood Green High Road

- Laneways off the High Road should continue to make provision for market stalls.

- Taking steps to reduce air pollution.

Site Allocations

WG SA20: Salvation Army



Tables and Figures 167. Xxx

Site Information	Details
Address	Salvation Army, Lymington Avenue, Wood Green, N22 6JA
Area (ha)	0.33
PTAL	6a
Planning designations and constraints	Article 4 - HMOs Wood Green Opportunity Area PFA Transform Area Metropolitan Town Centres Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Source Protection Zone (SPZ) - Adjacent to a Conservation Area Adjacent to a Listed Building – Grade II
Relevant permissions	None
Indicative capacities	74 homes (net) 1,470 sqm town centre, office/workspace and community uses

Phasing	2033-2037
Ownership	Private

Tables and Figures 168. Xxx

A. Proposal

There is opportunity to intensify this site, while replacing the existing community use, deliver new town centre or employment floorspace, and homes on the site and create new routes through the site with active frontages, enhancing the commercial offer of the Metropolitan Centre and linking in with the proposed laneways off the eastern side of the High Road.

B. Masterplanning, engagement and delivery

A masterplan is not required

C. Land uses and activities

Existing land uses: Community

Acceptable land uses: Community, retail/ town centre, office/workspace and residential

Replacement community facilities for the Salvation Army should be provided in accordance with policy S2

D. Built form, character and heritage

- Part of this site lies beneath a protected viewing corridor of Alexandra Palace from Downhill Park Road. Development should be designed to protect this view.
- Views from the Noel Park Estate should be considered in the design of development on this site
- Development should complement the buildings in the Noel Park Estate Conservation Area to the north of the site.
- Grade II listed Church of St Mark. Development should conserve or enhance the significance and setting of this Heritage Asset.
- This site may be appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10, the Haringey Tall Buildings study and the following principles:
    - Heights should be restricted along residential interfaces, and residential entrances should present onto the street.

E. Movement and public realm

Development should contribute to the creation of a new Laneway off Lymington Avenue, with active frontages along their length linking to the Sandlings entrance

- An enhanced public realm will be sought at the front of this site on Lymington Avenue

F. Environment and sustainability

- Additional tree planting should be prioritised on this site to address deficiencies in canopy cover in this area.

Engagement is needed with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

WG SA21: 16-54 Wood Green High Road



Tables and Figures 169. Xxx

Site Information	Details
Address	16-54 Wood Green High Road, N22 6BQ (excluding 44-46)
Area (ha)	1.57
PTAL	6a
Planning designations and constraints	Article 4 - HMOs Wood Green Opportunity Area PFA Transform Area Metropolitan Town Centres Primary Shopping Area Partially in Crossrail2 - Area of Surface Interest and Safeguarding Limits Partially in Risk of Surface Water Flooding Area – Medium & High Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Partially in Archaeological Priority Area (APA) - Tier 2
Relevant permissions	The site has two planning permissions at the former BHS (HGY/2018/3145) and M&S buildings (HGY/2018/1472), with the development known as

	Icon Heights at the former M&S - 42-44 High Road now complete.
Indicative capacities	300 homes (net) 3,800 (gross) office/workspace 3,800 (gross) retail/town centre
Phasing	2028-2037
Ownership	Private

Tables and Figures 170. Xxx

A. Proposal

The site has planning permission at the former BHS and M&S buildings, with the development known as Icon Heights at 42-44 High Road now complete. The remaining buildings along this frontage are suitable for comprehensive redevelopment for mixed use development consisting of town centre uses at ground and first floor level, with residential above.

B. Masterplanning, engagement and delivery

Development proposals must be supported by a Spatial Framework for the site allocation prepared in accordance with Policy D8.

Part of the site is safeguarded for Crossrail 2.16-40 High Road is in the safeguarding limits subject to consultation and 16-26 High Road is an area of surface interest.

Piccadilly Line runs in a shallow tunnel through this area. Consultation with TfL and Crossrail will be required.

C. Land uses and activities

Existing land uses: retail/town centre uses

Acceptable land uses: Residential, visitor accommodation, cultural, office/workspace, community and retail/town centre uses

- Town Centre uses are appropriate with a preference for retail uses and, provision of larger floorplate retail units aimed at national comparison retailers
- New employment floorspace will be supported on this site above ground floor including office or co-working SME office typologies.
- Opportunities should be explored to provide primary care facilities and an integrated health and wellbeing hub to address local needs. Proposals should be informed by engagement with the NHS and other relevant service providers to ensure provision responds to identified needs and service requirements.

D. Built form, character and heritage

- There is an opportunity to improve the High Road frontage, introduce a fine graining of the site to introduce new town centre uses off the High Road through the introduction of new Laneways, and increase residential and employment uses.

- Part of this site lies beneath a protected viewing corridor of Alexandra Palace from Downhill Park Road. Development should be designed to protect this view

- Heights of buildings at the rear of the site should be sympathetic to the residential properties on the east side of Bury Road

- A podium level fronting onto Wood Green High Road may be suitable to respect the character of the terraced properties on the eastern side of Wood Green High Road as delivered at 42-44 High Road.

- Building lines should be set back at ground floor level to increase space for circulation along Wood Green High Road, through having a wider pavement width

- The Victorian shopping parade immediately north of the site on Wood Green High Road should be retained and enhanced by this site's development

- A materials palette should be used that complements the terraces opposite on Wood Green High Road, and the Noel Park Conservation Area.

E. Movement and public realm

- New lanes should be created running east-west off the High Road. These should have town centre frontages at ground floor level, and are suitable as zones to help improve Wood Green's evening economy. One or two new laneways should be created through comprehensive development on this site.

- New development should increase the amount of circulation space available on the pavements fronting Wood Green High Road.

- New development should deliver improvements to Bury Road consistent with the Wood Green Public Realm Framework

F. Environment and sustainability

It should be demonstrated that adequate water infrastructure capacity is available to support development. Where appropriate, this should be informed by modelling of potential impacts on the water and early engagement with Thames Water, including consideration of any capacity constraints at the sewage treatment works.

- A piling statement will be required prior to any piling taking place due to Piccadilly line tunnels.

- Additional tree planting should be secured along the High Road and Bury Road Frontages to address a deficiency in canopy cover in this area.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

WG SA22: Land between Westbury and Whymark Avenue



Tables and Figures 171. Xxx

Site Information	Details
Address	Land between Westbury Avenue, Whymark Avenue, and the High Road, Wood Green, N22 6BX
Area (ha)	0.46
PTAL	6b
Planning designations and constraints	Article 4 - HMOs Wood Green Opportunity Area PFA Transform Area Metropolitan Town Centres Primary Shopping Area Partially in Crossrail2 - Safeguarding Limits Potentially Suitable for Tall Buildings Partially in Risk of Surface Water Flooding Area – Medium & High Partially in Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Adjacent to an Archaeological Priority Area (APA) - Tier 2

	Adjacent to Listed Building – Grade II
Relevant permissions	None
Indicative capacities	120 homes (net) 2,000 sqm retail/town centre and office/workspace uses
Phasing	2038-2042
Ownership	Private

Tables and Figures 172. Xxx

A. Proposal

Redevelopment of this collection of buildings to provide an improved entrance to the town centre delivering new town centre uses, an improved public realm, and new employment and residential floorspace, in line with a site-wide masterplan

B. Masterplanning, engagement and delivery

Development proposals must be supported by a masterplan prepared in accordance with Policy D8 .

Due to the Piccadilly Line running shallow through this site Transport for London should be consulted as part of any planning application on site.

The site is safeguarded for Crossrail 2 and is in the safeguarding limits subject to consultation zone.

C. Land uses and activities

Existing land uses: retail/town centre and residential

Acceptable land uses: retail/town centre and residential

- Town Centre, specifically retail and café, restaurants or drinking establishments are appropriate
- New employment floorspace will be supported on this site including office or co-working SME office typologies.

D. Built form, character and heritage

- A podium level fronting onto Wood Green High Road may be suitable to respect the character of the terraced properties on the eastern side of Wood Green High Road.
- The frontage to the High Road needs to create a high-quality active frontage. The opportunity for additional town centre uses at first floor level should also be explored
- Whilst the existing buildings on site have limited aesthetic or historic value, any new buildings should enhance the setting of the adjacent listed buildings including responding positively to the adjacent Grade II listed Turnpike Lane Underground Station to the south
- This site may be appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10, the Haringey Tall Buildings study and the following principles:

- Height should fall away from its peak at the frontage to Wood Green High Road along Whymark Avenue to preserve the amenity of adjoining terraced residential properties.

- The site may be capable of accommodating a tall building to mark the gateway to Wood Green from Turnpike Lane tube station, however heights should be sensitively arranged to conserve or enhance the significance and setting of the listed station.

E. Movement and public realm

- Building should be set back at ground floor level to increase space for circulation along Wood Green High Road, while also providing active frontages.

- Opportunity should be considered to enable an improvement to the cycle network between Wood Green and the south/west at the junction of The Sandlings and Whymark Avenue. There may be an opportunity to improve the existing small open space open space at the junction of The Sandlings and Whymark Avenue

- The urban realm around Turnpike Lane station should be of a high quality, and new development should enable this as it occupies a key gateway location into Wood Green

F. Environment and sustainability

It should be demonstrated that adequate water infrastructure capacity is available to support development. Where appropriate, this should be informed by modelling of potential impacts on the water and early engagement with Thames Water, including consideration of any capacity constraints at the sewage treatment works.

- A piling statement will be required prior to any piling taking place

- Additional tree planting should be secured along the High Road and Whymark Avenue Frontages to address a deficiency in canopy cover in this area.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

WG SA23: Turnpike Lane Triangle



Tables and Figures 173. Xxx

Site Information	Details
Address	Triangular piece of land between Westbury Avenue, Langham Road, Turnpike Lane, N22 6BS
Area (ha)	0.16
PTAL	6b
Planning designations and constraints	Article 4 - HMOs Wood Green Opportunity Area PFA Transform Area Metropolitan Town Centres Partially in Crossrail2 - Safeguarding Limits Partially in Risk of Surface Water Flooding Area – Medium & High Adjacent to Listed Building – Grade II
Relevant permissions	None
Indicative capacities	40 homes (net) 200sqm Class E
Phasing	2033-2037
Ownership	Private

Tables and Figures 174. Xxx

A. Proposal

This site is ideally located to create a positive impression of Wood Green upon arrival at Turnpike Lane station. Redevelopment could create a mix of town centre and residential uses, to create an improved gateway to the town centre with the potential to realise Turnpike Lane as a multi-modal integrated transport hub.

B. Masterplanning, engagement and delivery

Development proposals must be supported by a masterplan prepared in accordance with Policy D8.

Due to the Piccadilly Line running shallow through this site Transport for London should be consulted as part of any planning application on site.

Part of the site at 278 Langham Road is safeguarded for Crossrail 2 and is in the safeguarding limits subject to consultation zone.

C. Land uses and activities

Existing land uses: retail/ town centre and residential uses

Acceptable Uses: retail/ town centre and residential uses

- Town Centre uses, specifically retail and café, restaurants or drinking establishments are appropriate
- New workspace will be supported on this site including office or co-working SME office typologies.

D. Built form, character and heritage

- Development should conserve or enhance the setting of the listed station.
- This site should provide a distinctive new building when exiting Turnpike Lane station. Subject to environmental and architectural justification, a high quality, mid-rise with a sleek appearance will be supported.
- Heights should be restricted at the interface with the residential buildings to the east on Langham Road and Westbury Avenue.

E. Movement and public realm

- The ground floor of the Westbury Avenue frontage of the building could be a suitable location for a secure cycle hub linked to Turnpike Lane station.

New high quality urban realm that prioritises safe and accessible pedestrian travel integrated with the Turnpike Lane station should be secured.

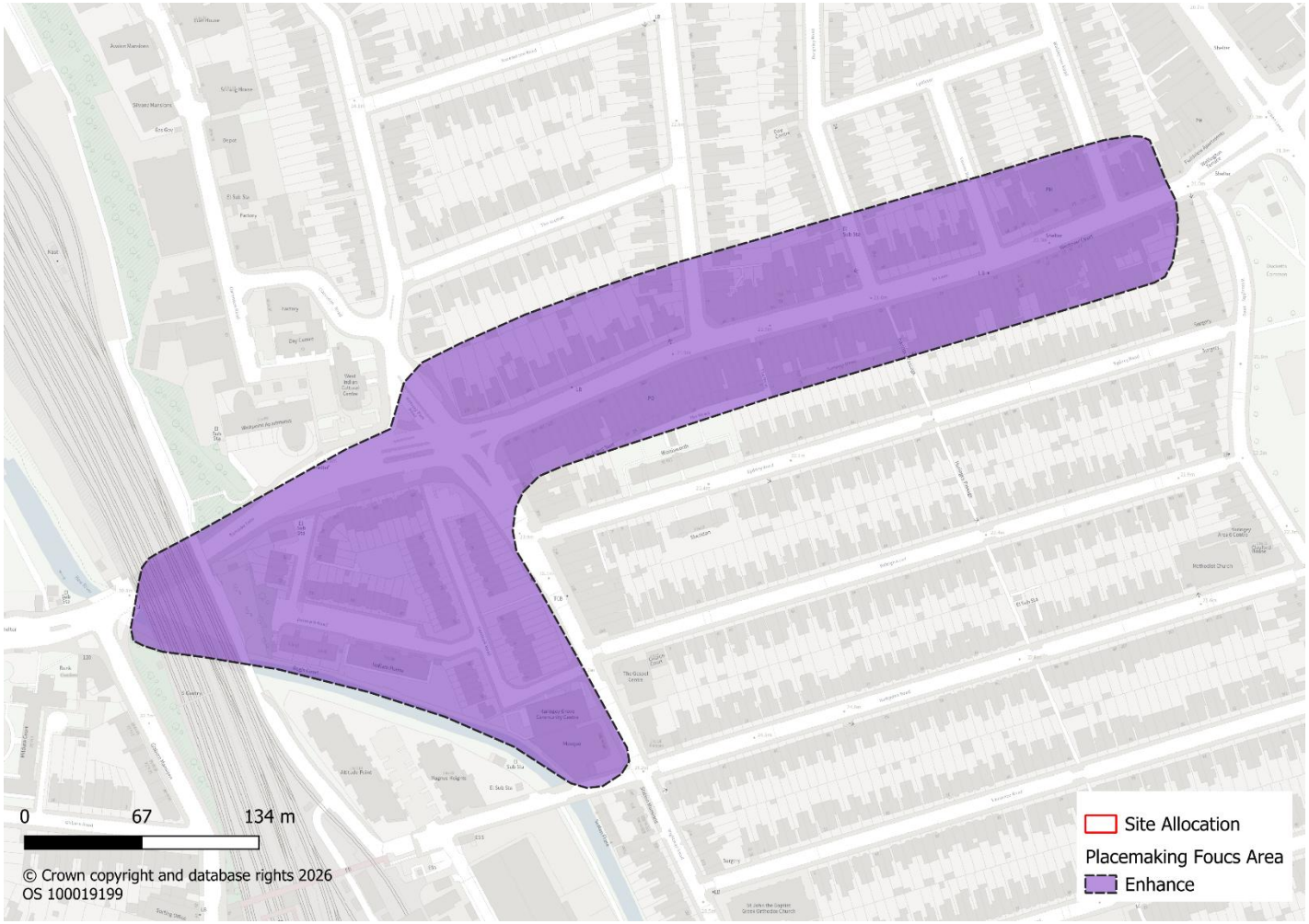
- This site should contribute to providing an important node on the borough's cycling network by enabling a connection from Frome Road through the bus station, and Duckett's Common towards Hornsey and the West of the borough.

F. Environment and sustainability

Engagement is needed with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development. A piling statement will be required prior to any piling taking place.

- Additional tree planting should be secured along the High Road and Graham Road Frontages to address a deficiency in canopy cover in this area.

WG PFA5: Turnpike Lane Corridor



Tables and Figures 175. Map of Placemaking Focus Area X

Strategy

1.197 Development and placemaking interventions along Turnpike Lane Corridor will enhance its character as an eclectic shopping corridor and food destination, and its role as an important link between the east and west of the borough building on public realm work already underway through the Turnpike Lane Improvement Plan including:

1.198 Improving the junction on the western end of Turnpike Lane to enhance safety, walkability and accessibility

1.199 Added street greenery at Burghley and Waldegrave Road junctions terraces

1.200 Installing cycle parking at Vernon and Waldegrave Road junctions to support active travel

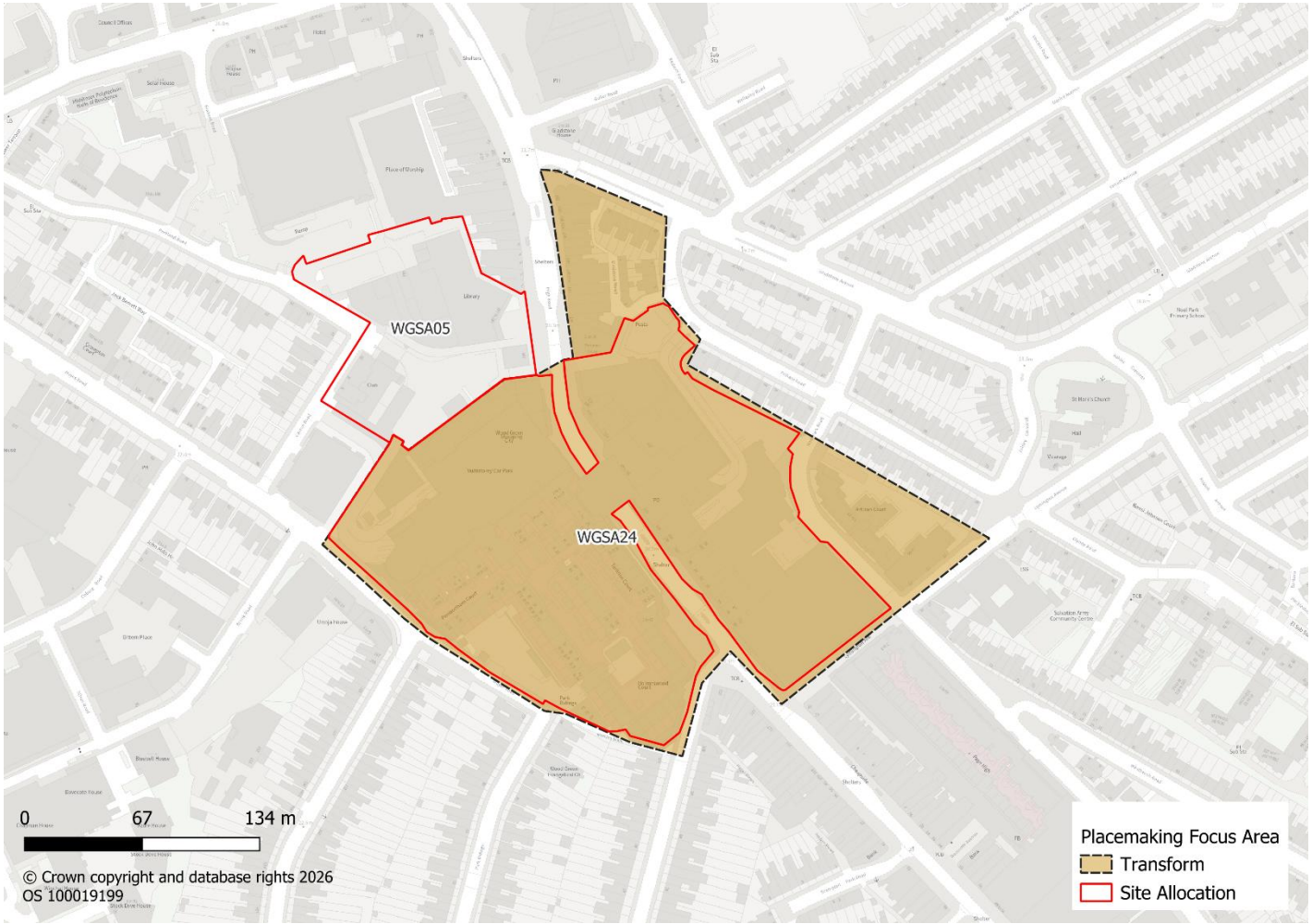
1.201 This strategy will be implemented through adherence to Policy WGN1, and the following initiatives:

- Delivery of improved public realm, open spaces and pedestrian environment to make Turnpike Lane a more appealing destination, through:
    - Delivering on the Turnpike Lane Improvement Plan designs for a unique visual identity and wayfinding system that will be integrated into public realm improvements through engraved artwork set into granite slabs at key locations, guiding pedestrians and reinforcing Turnpike Lane's distinctive character
    - Further improving Duckett's Common as a local open space asset
    - Establishing an improved entrance to Wood Green from the south/east/ west at Duckett's Common & Turnpike Lane station.
    - Improved pedestrian connection linking the Harringay Ladder to Burghley Road, to enhance the pedestrian route to Wood Green High Road.
    - Improved cycle access, including provision of a new cycle parking facility to serve the significant catchment east of Turnpike Lane station
    - Consolidation of public realm furniture and options to improve and rationalise frontages on the north side including removal of redundant vehicle crossovers Securing enhancements to the vitality of the centre by working with businesses to deliver improvements to Turnpike Lane shop frontages to create a more coherent street scene through the shopfront improvement programme focused on the entrances to Turnpike Lane to help make the street more welcoming for residents, commuters and shoppers

    - Supporting a more coherent frontage along the north side of Turnpike Lane through redevelopment or extension proposals

- Taking steps to reduce air pollution

WG PFA6: The Mall and High Road



Tables and Figures 176. Map of Placemaking Focus Area XXX

Strategy

1.202 The Mall's transformation will strengthen its role as the retail heart of the Metropolitan Centre. Land use, development and placemaking improvements in the short, medium & long term will improve pedestrian and cycle linkages to the surrounding street networks, provide a higher quality public realm with more green infrastructure, attractive street frontages, and a range of town centre uses, prioritising its retail offer.

1.203 Longer term comprehensive redevelopment of the Mall presents an exciting opportunity to establish a new higher-density built form and street network, accommodating a significant uplift in town centre uses as well as new homes.

1.204 This strategy will be implemented through adherence to Policy WGN1 and WGN2, the site allocations outlined below, and the following initiatives:

- Strengthen the attractiveness and role of the Metropolitan Centre through:
- Prioritising and marketing available units for core comparison retailing within the larger units in the Mall and adjacent sites to bolster the Primary Shopping Area.
- Re-purposing of spare capacity on the roofs of the existing car parks for leisure and cultural uses
- Provision of expanded and rejuvenated market spaces within the Mall and within expanded public realm spaces.
- Delivering smaller scale infill developments on vacant and underutilised land around the periphery of the Mall to enhance the commercial offer the centre and deliver new homes above.
- Supporting comprehensive redevelopment of the Mall subject to preparation of a supplemental plan
- Improving the sense of place and public realm by:
    - Creating both new and improved inclusive public realm including aiding improvements to the open space by the Library and delivery of a new town square or significant piece of public realm through rationalisation of service yards to create access through from Wood Green Library site to the cultural quarter and improved links through the Penstock Tunnel to Alexandra Park
    - Additional planting, seating and activation of public space outside the Mall
    - Investigating the potential to celebrate the Moselle River (culverted at present) which runs underground to the northern end of this area.
    - Removal of the bridge at the Mall, and improvements to the urban realm around this stretch of Wood Green High Road to create a more pedestrian focussed environment.

- Taking steps to reduce air pollution.

Site Allocations

WG SA24: The Mall



Tables and Figures 177. Xxx

Site Information	Details
Address	The Mall, Wood Green High Road, N22 6DS
Area (ha)	4.22
PTAL	6a
Planning designations and constraints	Article 4 - HMOs Wood Green Opportunity Area PFA Transform Area Metropolitan Town Centres Primary Shopping Area Potentially Suitable for Tall Buildings Partially in Risk of Surface Water Flooding Area – Medium & High Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Proximity to a Statutory Main River Blue Ribbon Network Adjacent to a Conservation Area
Relevant permissions	None

Indicative capacities	100 homes (net) 2,000sqm (net) town centre uses
Phasing	2028-2042
Ownership	Private

Tables and Figures 178. Xxx

A. Proposal

The Mall represents the focal point of the Wood Green Metropolitan Centre. Opportunities to improve the public realm around this building will be supported, and limited infill developments will be supported on potential surplus service yard plots, car parks and underutilised land by Gladstone Mews.

B. Masterplanning, engagement and delivery

Should there be future potential for a comprehensive redevelopment scheme forward, the Council will produce a Supplementary Plan with input of key stakeholders and communities consulted on separately.

Proposals should demonstrate they would not frustrate the wider redevelopment of the Mall in the future.

C. Land uses and activities

Existing land uses: Retail/ town centre, residential, car parking and cultural and leisure uses

Acceptable land uses: Retail/ town centre, residential, car parking and cultural and leisure uses

- Proposals that deliver comparison retail space should be prioritised, supporting the site's role as a key anchor for the Metropolitan Centre within the Primary Shopping Area.

- New employment floorspace will be supported including office, co-working, and other small-medium enterprise office typologies.

Opportunities should be considered to expand and enhance the prominence of the existing market onto Caxton Road, in alignment with development around Caxton Square development .

D. Built form, character and heritage

- The eastern side of the Mall lies adjacent to a Conservation Area and development should positively enhance its setting.

- Use of redundant car parking spaces is encouraged for leisure and cultural uses, including pop up bars, cinema or entertainment spaces.

- This site may be appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10 and the Haringey Tall Buildings study.

E. Movement and public realm

The quality of urban realm facing onto the High Road should be improved. Proposals that improve the frontages to the High Road will be supported

- The pedestrian link between the High Road and Parklands Road adjacent to this site is identified as being a key site for a new public square. Any proposals on the service yard adjoining this should aid in the delivery of this public realm and key east-west link, and must be masterplanned in conjunction with the adjacent Library site.

- The public realm along Gladstone Mews should be improved, with a better east-west linkage secured including active frontages where possible.

- Activation and delivery of a new pedestrian route should be delivered behind Caxton Square running parallel with Caxton Road and joining up Mayes Road with a new public square between the Mall West and the Wood Green Library site, in accordance with the principles of the Wood Green Public Realm Framework.

- Proposals to remove the bridge over the High Road and create a level pedestrian crossing to join the two sides of the mall will be supported.

- Greater open space for circulation should be created in order to make this section of the High Road a more pleasant place to visit.

- A finer-grain street layout should be established which enables greater permeability through the area

F. Environment and sustainability

Engagement is needed with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

Development should safeguard the adjacent Main River and not adversely affect its flood risk, ecological or operational functions. Early engagement with the Environment Agency is required, and any necessary Flood Risk Activity Permits must be secured prior to the commencement of works.

Development should contribute to the restoration, enhancement and public enjoyment of the Blue Ribbon Network, and investigate opportunities to deculvert the Moselle Brook and restore it as an accessible blue-green asset.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

WG PFA7: Station Road and Commons



Tables and Figures 179. Map of Placemaking Focus Area XXXX

Strategy

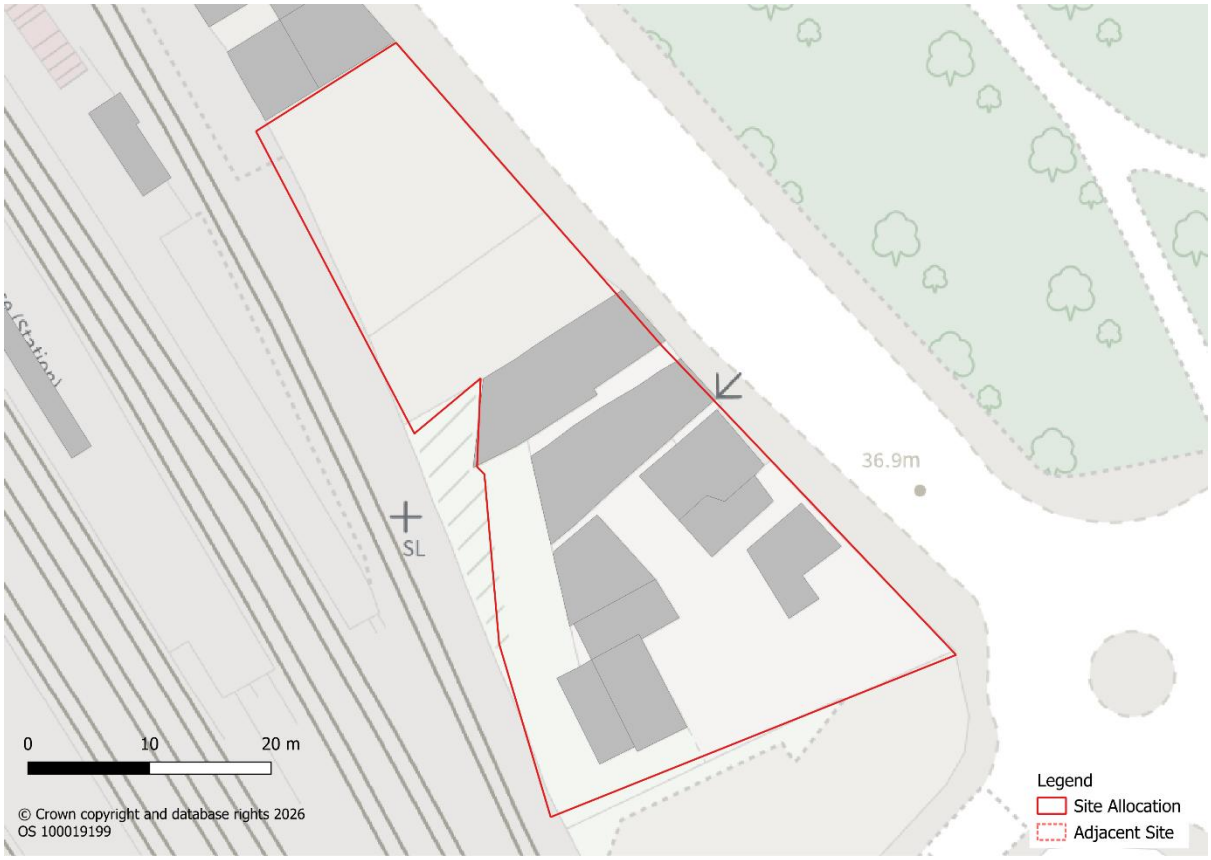
1.210 Development and placemaking interventions in the Station Road and Commons area will enhance its strong heritage value and generous green spaces, providing a more activated and attractive environment connecting the Metropolitan Centre and Cultural Quarter through to Alexandra Palace Station and Muswell Hill.

1.211 This strategy will be implemented through adherence to Policy WGN1 and WGN2, the site allocations outlined below, and the following initiatives:

- Improving the nature conservation corridor running along the alignment of the disused Palace Gates rail line between Station Road and Wood Green Common at Park Avenue
- Continue to enhance Wood Green Common and Barrett Gardens, as key local recreational assets, and seek better integration with Caxton Gardens
- Creation/enhancement of town centre uses and street scene along Station Road heading west to Mayes Road, creating a new “arm” to the town centre providing a range of active uses on the route between Wood Green Underground and Alexandra Palace Station, and supporting additional commercial and employment uses on sites in the vicinity of Alexandra Palace station
- Enhancing the public realm and entrance to the area at Alexandra Palace Station including supporting proposals for improved pedestrian and cycle crossing and station enhancements across the railway
- Supporting development that enhances the Wood Green Common Conservation Area
- Enabling a new pedestrian and cycle north-south link between the Cultural Quarter and the southern end of Wood Green Common to be established

Site Allocations

WG SA25: 143-145 Station Road



Tables and Figures 180. Xxx

Site Information	Details
Address	143-145 Station Road and adjacent land
Area (ha)	0.15
PTAL	5
Planning designations and constraints	Article 4 - HMOs Wood Green Opportunity Area PFA Enhance Area Crossrail2 - Area of Surface Interest and Safeguarding Limits Ecological Corridor Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Adjacent to a Conservation Area
Relevant permissions	None
Indicative capacities	26 Homes (net) 100sqm retail, office/workspace, community uses
Phasing	2028-2032
Ownership	Private

Tables and Figures 181. Xxx

A. Proposal

Redevelopment to provide for a higher density mixed-used redevelopment scheme Subject to removal of Crossrail 2 safeguarding, this site is suitable for more intensive use to provide for a mixed-use redevelopment scheme creating a more attractive and activated streetscape next to Alexandra Palace Station with employment or commercial floorspace at ground floor level. Meanwhile commercial uses or temporary residential accommodation in temporary buildings will be supported until the safeguarding issue is resolved.

B. Masterplanning, engagement and delivery

The site is subject to Crossrail 2 safeguarding. Early engagement with both Crossrail 2 and Network Rail will be necessary due to the site's proximity to Alexandra Palace Station and mainline railway.

C. Land uses and activities

Existing land uses: retail, community

Acceptable land uses: retail, office/workspace, community uses and residential

Commercial uses including small scale shops, cafes or bars are appropriate on this site providing active frontages at ground floor level, along Station Road.

Residential uses must be temporary while Crossrail 2 safeguarding remains in place.

D. Built form, character and heritage

- Heights towards the south-western corner of the site adjoining the railway line should form the tallest elements of any scheme

The site currently negatively impacts on the adjacent Wood Green Common Conservation Area and its setting. Development should enhance the historic significance of the conservation area and its setting, including that of the adjacent Alexandra Palace Station and Starting Gate Public House which are of architectural and historic note.

E. Movement and public realm

- New development should enhance the public realm in this area and seek to improve the site's relationship with the adjacent Alexandra Palace Station such as by providing additional circulation space for pedestrians as well as contributing to improving crossing over the railway line to Bedford Road/Alexandra Palace Way.

- Secure cycle parking associated with the adjacent train station will be supported as a ground floor use on this site

F. Environment and sustainability

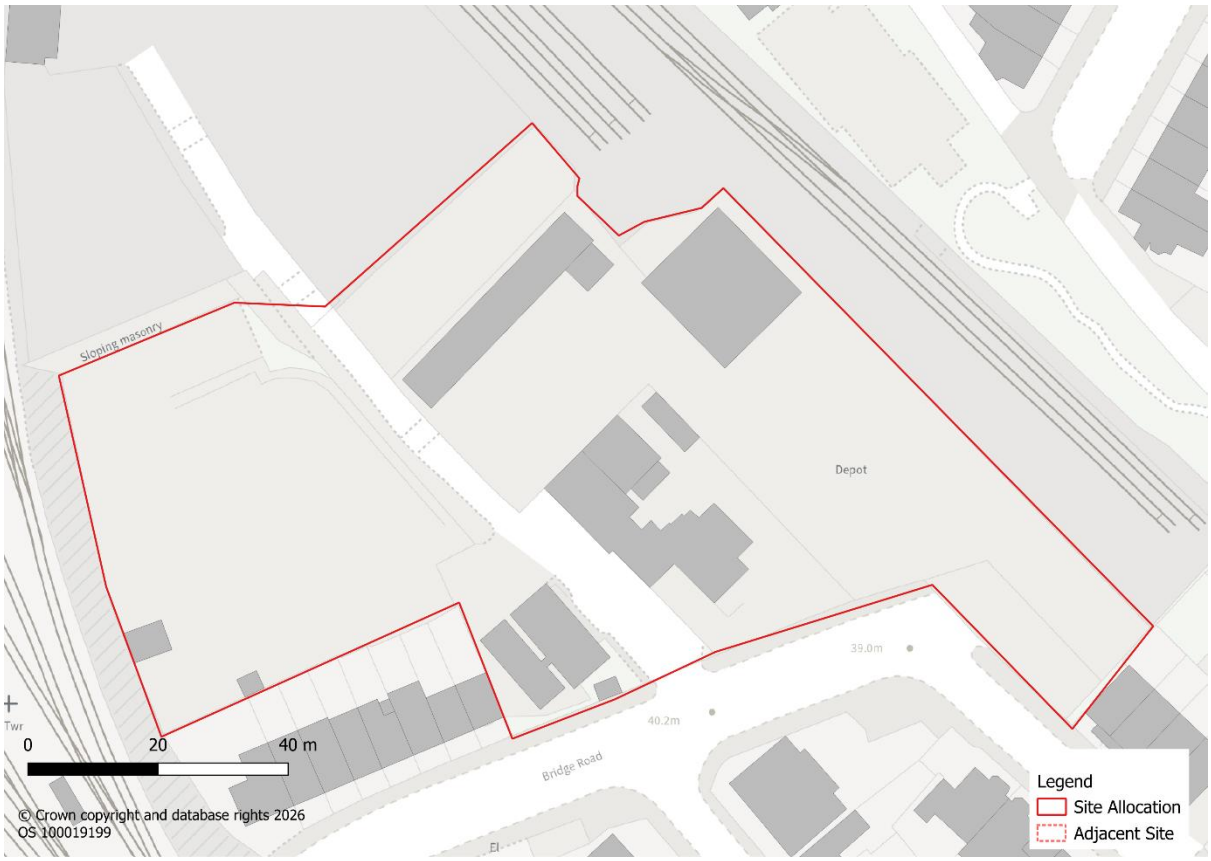
- Development should protect existing mature trees including those on the western boundary adjoining the railway.

Engagement is needed with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

- There may be land contamination on this site due to previous uses. Applications should be accompanied by a land contamination study.

WG SA26: Land to the rear of Bridge Road



Tables and Figures 182. Xxx

Site Information	Details
Address	Land to the north of Bridge Road, N22 7SN
Area (ha)	0.88
PTAL	5
Planning designations and constraints	Article 4 - HMOs Wood Green Opportunity Area PFA Enhance Area Crossrail2 - Area of Surface Interest and Safeguarding Limits Ecological Corridor Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Adjacent to a Conservation Area Adjacent to Locally Listed Buildings
Relevant permissions	None
Indicative capacities	162 homes (net) 1,260 sqm industrial and office/workspace uses
Phasing	2038-3042
Ownership	Private

Tables and Figures 183. Xxx

A. Proposal

Comprehensive redevelopment to provide an increase in employment floorspace, with the potential for this to occur as part of an employment-led mixed-use development.

The site benefits from excellent public transport accessibility and is within 100m of the Crescent Road Local Shopping Parade.

B. Masterplanning, engagement and delivery

Comprehensive redevelopment of the site relies on securing adequate access and parking for Network Rail operations on the adjacent depot. Early engagement with Network Rail is required to ensure retention and improvements, if necessary, to the access road to meet their operational needs.

The site is subject to Crossrail 2 safeguarding. Early engagement with both Crossrail 2 and Network Rail will be necessary due to the site's proximity to Alexandra Palace Station and mainline railway. Comprehensive redevelopment will rely on the removal of safeguarding protections.

C. Land uses and activities

Existing land uses: Industrial

Acceptable land uses: office/workspace, industrial, residential

Office, research and development and light industrial) are appropriate

- Other employment uses may be appropriate subject to an appropriate relationship with adjacent residential properties

D. Built form, character and heritage

- Development should conserve or enhance the setting and historic significance of the adjacent Wood Green Common Conservation Area and nearby locally listed buildings on Bridge Road.
- This site may be appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10, the Haringey Tall Buildings study and the following principles:
    - Tall buildings may be suitable towards the rear of the site adjacent to the depot.

E. Movement and public realm

- New development should incorporate appropriate landscaping and areas of public open space to complement the commercial uses and provide space for residents to enjoy.

New high-quality urban realm that prioritises safe and accessible pedestrian links integrated with the Alexandra Palace station, should be secured.

F. Environment and sustainability

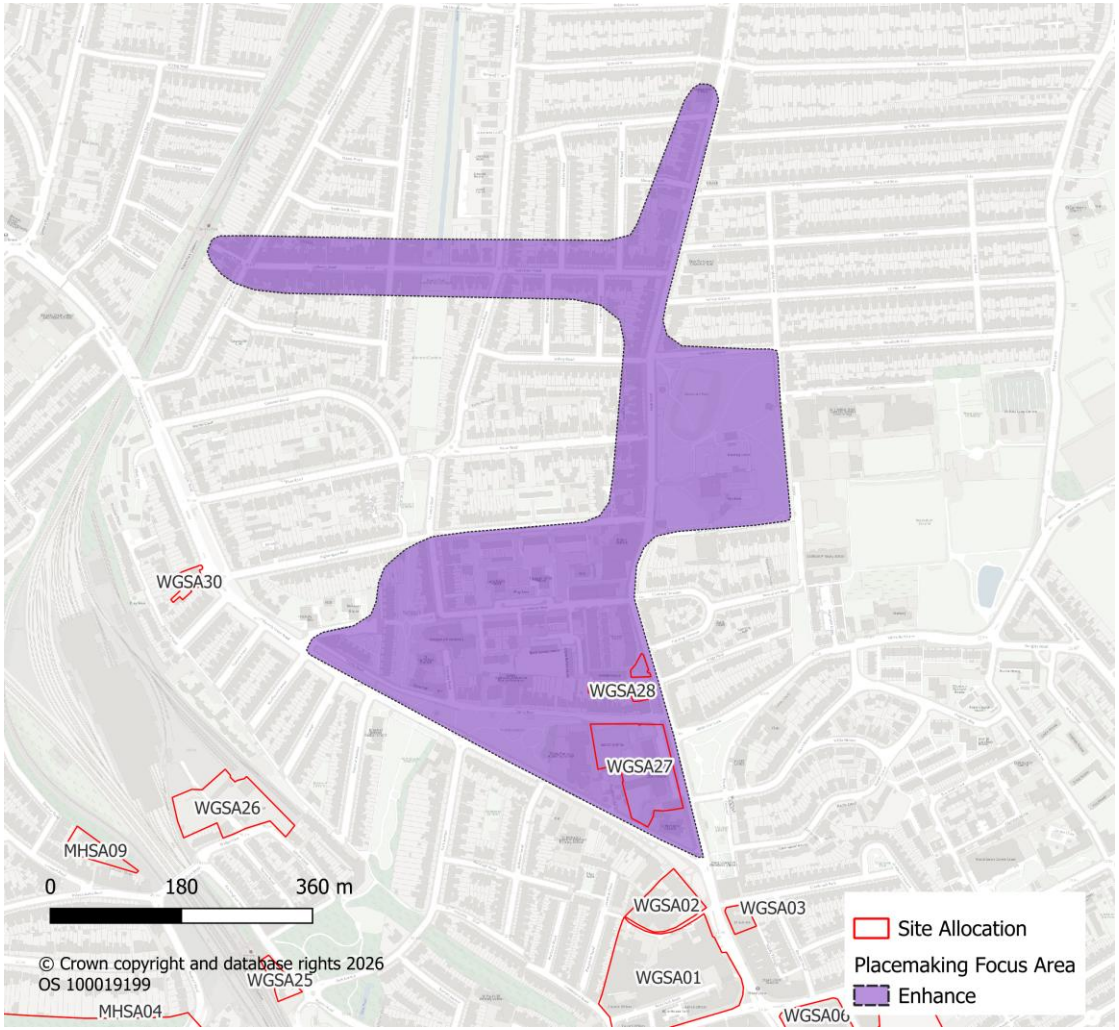
- There may be land contamination on this site due to previous uses. Applications should be accompanied by a land contamination study.

- The site includes an Ecological Corridor. Proposals should enhance this corridors biodiversity value, and planting and landscaping should prioritise these habitats and species.

Engagement is needed with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

WG PFA8: High Road North and Myddleton Road



Tables and Figures 184. Map of Placemaking Focus Area

Strategy

1.221 The area to the north of Wood Green Metropolitan Centre will be enhanced to celebrate its civic history. This includes through restoration and expansion of the Grade II Listed Civic Centre and improved connections to, and enhancements of, its many historic parks and gardens. Infill and redevelopment opportunities will help to create a more active and attractive streetscape, particularly along the High Road and within local centres.

1.222 Development and re-use of buildings, alongside public realm improvements will strengthen Myddleton Road's character as a unique local high street, providing a mix of active town centre uses on the ground floor, driving down vacancy rates and enabling restoration of its historic shopfronts.

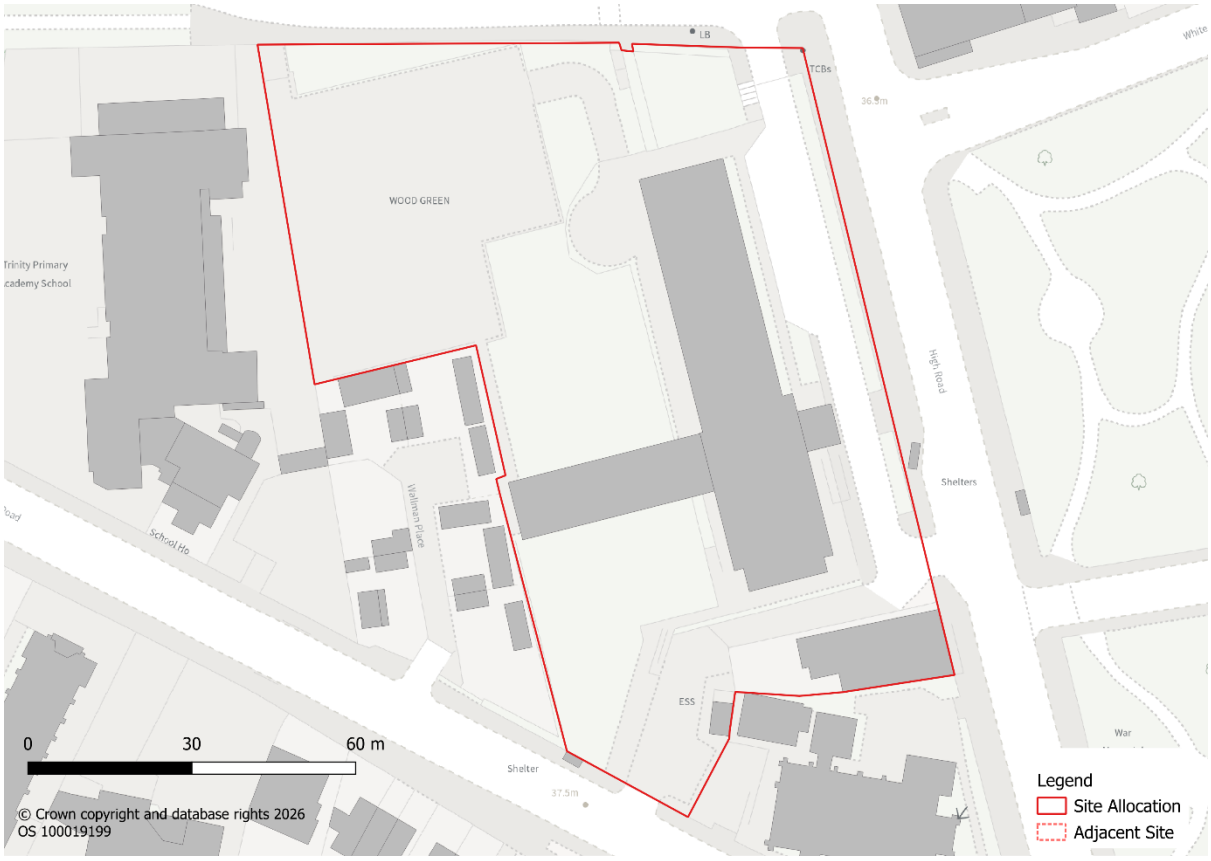
1.223 This strategy will be implemented through adherence to Policy WGN1, the site allocations outlined below, and the following initiatives:

- Leveraging the large number of community, cultural and civic facilities around Crescent Gardens and Trinity Gardens to establish a civic hub using the restored Civic Centre, with new employment and Council functions, as a catalyst. This could be further enabled through public realm and connectivity improvements.
- Enhancing the vitality of key local shopping centres through:
    - Restoration and continued use of ground floor premises for town centre uses, community or employment uses in Myddleton Road Local Centre and other designated local shopping parades.
    - Utilising infill and redevelopment opportunities along the High Road north of Wood Green Metropolitan Centre and within Myddleton Road to improve the relationship of development with the street, and deliver active frontages and inclusive access to all commercial units within local shopping parades alongside improved cycle and delivery parking.
- Along the High Road, opportunities should be explored for more comprehensive development with neighbouring properties.
- Improving the area's open spaces and connectivity to nature, including:
- Building upon the success of Myddleton Road Community Garden to deliver further enhancements to the public realm, including opportunities to activate the open space and improve safety along the New River Path.
- Enhancement of public parks and civic spaces including Trinity Gardens, Finsbury Gardens and Woodside Park, specifically in delivering biodiversity enhancements and other priorities of the Woodside Park management plan.

- Maximising tree planting on development sites and on the public realm to address deficiencies in canopy cover in this part of Wood Green.

Site Allocations

WG SA27: Civic Centre



Tables and Figures 185. Xxx

Site Information	Details
Address	Haringey Civic Centre, High Road, Wood Green, N22 8HF
Area (ha)	1.09
PTAL	6a
Planning designations and constraints	Article 4 - HMOs Wood Green Opportunity Area PFA Enhance Area Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Partially in Critical Drainage Area Listed Building – Grade II Locally Listed Buildings Conservation Area
Relevant permissions	HGY/2023/1044
Indicative capacities	4,400m sqm of office/workspace and community uses
Phasing	2028
Ownership	Public

Tables and Figures 186. Xxx

A. Proposal

Conservation-led extension and refurbishment of the Grade II listed Civic Centre for a mix of employment, community and cultural uses.

Planning permission has been granted for the refurbishment and extension of the Civic Centre with work underway to deliver this.

B. Masterplanning, engagement and delivery

N/A permissioned scheme is under construction

C. Land uses and activities

Existing land uses: office

Acceptable land uses: Office, community and cultural uses

- This site should deliver an increase in high-quality civic and office floorspace

D. Built form, character and heritage

- The Civic Centre is a Grade II Listed Building. Development should conserve or enhance the significance of this heritage asset and its setting.
- Development should conserve or enhance the significance of the Trinity Gardens Conservation Area and its setting.
- Development should conserve or enhance the significance of nearby heritage assets and their settings

E. Movement and public realm

- New civic spaces at the front of the site must be created to enhance the public realm fronting the High Road and enhance the setting of this listed building.
- Improved connections and linkages to Crescent Gardens and Trinity Gardens should be explored, helping to better activate these valued and historically significant public spaces.

F. Environment and sustainability

Engagement is needed with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment

and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

-

WG SA28: Wood Green Timber Yard



Tables and Figures 187. Xxx

Site Information	Details
Address	Timber merchants, 289-295 High Road, Wood Green, N22 8HU
Area (ha)	0.09ha
PTAL	6a
Planning designations and constraints	Article 4 - HMOs PFA Enhance Area Adjacent to Designated Open Space Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Critical Drainage Area Partially in a Conservation Area Adjacent to Locally Listed Building
Relevant permissions	None
Indicative capacities	36Homes (net) 250sqm office/workspace uses
Phasing	2028-3032
Ownership	Private

Tables and Figures 188. Xxx

A. Proposal

Redevelopment of the site to provide a mixed use development with employment floorspace at ground floor and residential development above.

B. Masterplanning, engagement and delivery

A masterplan is not required

C. Land uses and activities

Existing land uses: Industrial, storage

Acceptable land uses: Office/workspace, residential and community and cultural uses

- This site should deliver employment floorspace at ground floor level, with a priority for workspace, office or research and development typologies to complement the adjacent Civic Centre redevelopment

D. Built form, character and heritage

- The adjacent 287 High Road is locally listed, and the site is in proximity to the Grade II Listed Civic Centre. Development should conserve or enhance the setting of these heritage assets.
- Development should conserve and enhance the significance of the Trinity Gardens Conservation Area and its setting.
- Heights will need to respect the prevailing three storey buildings immediately adjacent.

E. Movement and public realm

- New public ream at the front and to the side of the site must be created to enhance the public realm fronting the High Road and onto Neville Place and enhance the setting of adjacent locally listed building.
- An enhanced pocket park should be established in Neville Place, adjoining the established amenity green space on site.

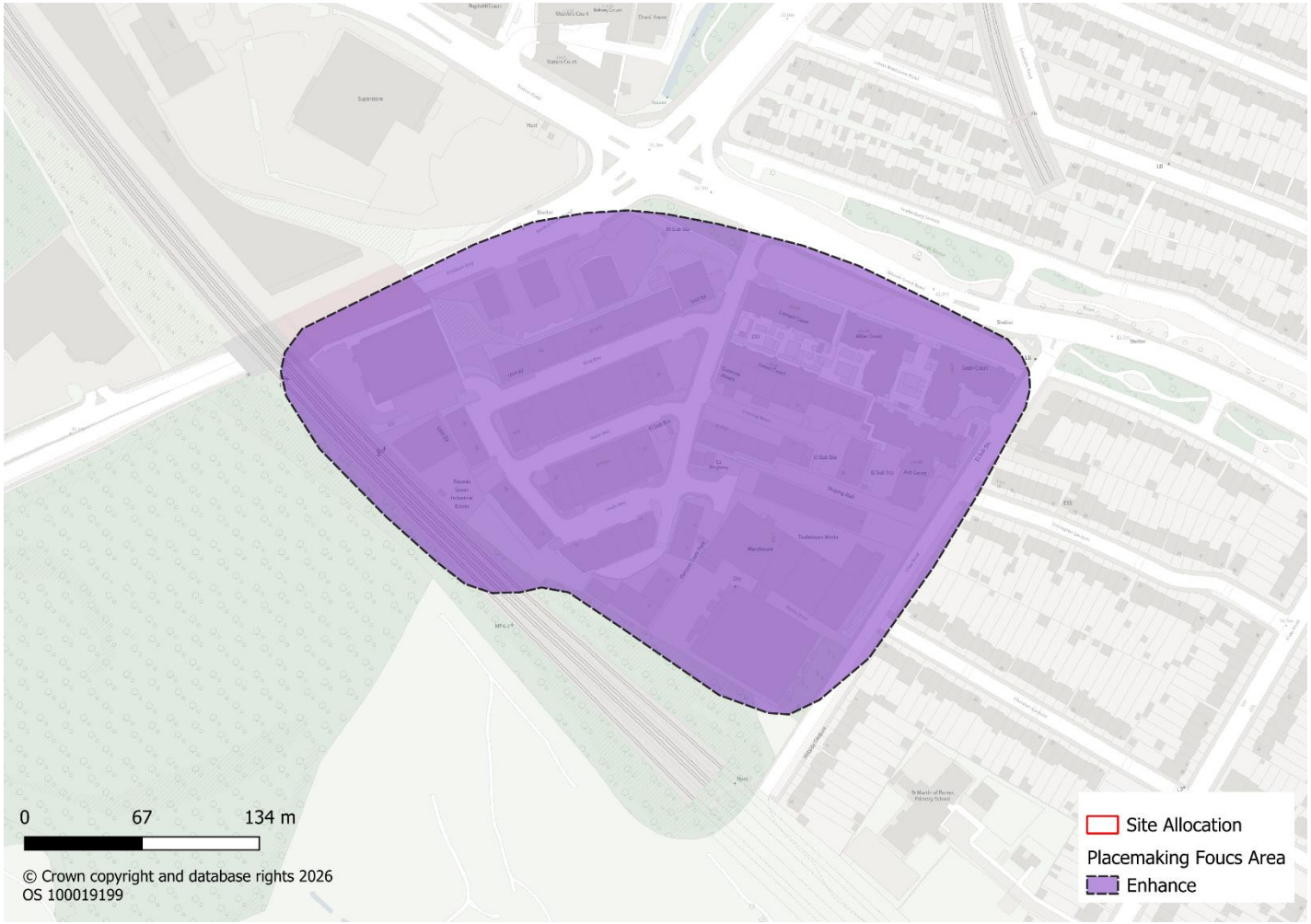
F. Environment and sustainability

Engagement is needed with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

- Tree planting should be prioritised on the High Road frontage to address canopy deficiency in this area.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

WG PFA9: Bounds Green Industrial Estate



Tables and Figures 189. Map of Placemaking Focus Are

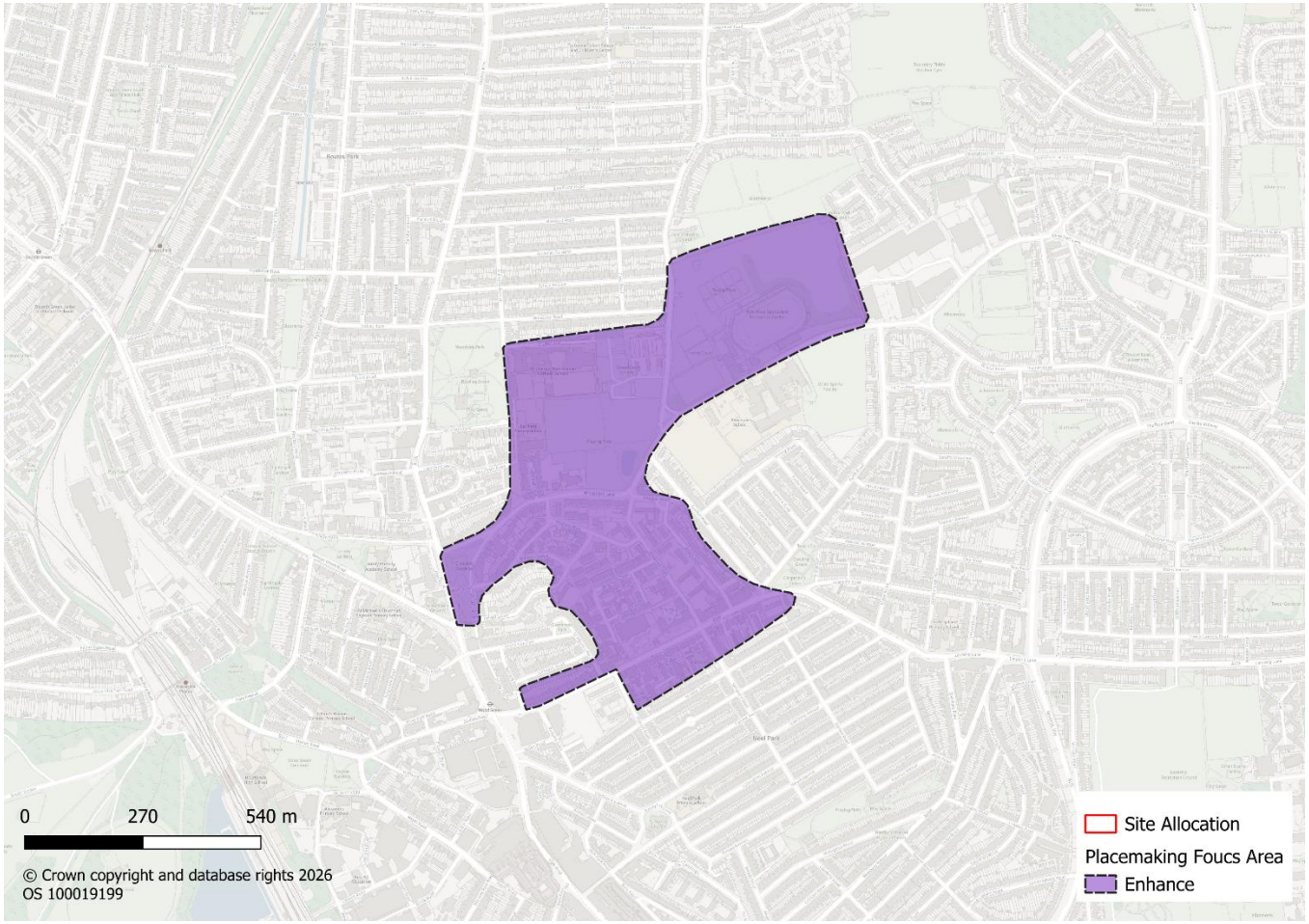
Strategy

1.226 The Bounds Green Industrial Estate is a Locally Significant Industrial Site. It will be enhanced to provide additional jobs through intensification and multistorey development, helping to meet the significant demand for industrial and employment premises in the borough. Affordable workspace should form a component of new employment floorspace. Given the area's strategic location adjacent to the A406 by delivering logistics, storage and distribution floorspace, helping to meet the borough's identified need for industrial and logistics floorspace. Such uses should be delivered alongside a range of complementary employment floorspace, including higher-density workspace, to maximise job creation and support a diverse employment offer.

1.227 This strategy will be implemented through adherence to Policy WGN1, and the following initiatives:

- Early engagement with nearby landowners and businesses to identify and pursue opportunities for more comprehensive masterplanned redevelopment that enables greater optimisation of development potential.
- Taking opportunities to enhance and expand the ecological corridor/ Significant Ecological Area alongside the railway line.
- Prioritising new logistics and distribution floorspace to meet local demand for these uses.
- Contributing to the provision of affordable workspace within the neighbourhood.
- Delivering improvements to walking and cycling access, alongside public realm improvements through the industrial estate linking in with the surrounding residential properties on Cline Road.

WG PFA10: White Hart Lane and Lordship Lane Corridors



Tables and Figures 190. Map of Placemaking Focus Are

Strategy

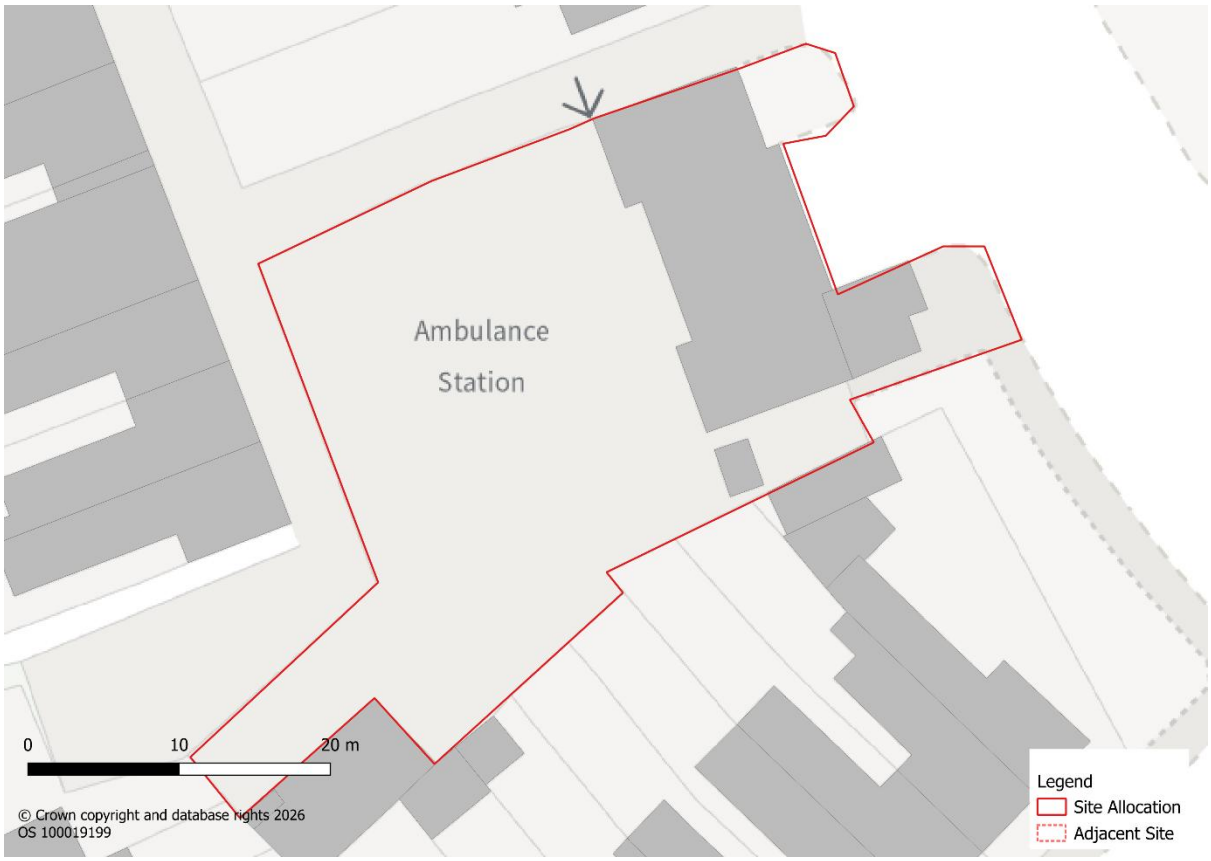
1.228 The White Hart Lane and Lordship Lane Corridors will be enhanced to improve the quality, offer and usability of its extensive green spaces, sports, recreation and community facilities. Incremental development, including estate improvements, will provide opportunities to create more attractive street fronts, strengthen the character of key corridors, enhance pedestrian, cycling and public transport connections, and provide a more coherent movement network.

1.229 This strategy will be implemented through adherence to Policy WGN1, and the following initiatives:

- Improving the area's open spaces and connections to nature, including:
    - Enhancements to the public realm along Lordship Lane and White Hart Lane. There are opportunities to provide better wayfinding to key destinations such as the New River sports complex and Wood Green Crown Court, alongside enhanced green linkages
    - Improvements to the quality of White Hart Lane Recreation Ground and Woodside Park including new play and recreation facilities
    - Delivery of enhanced cycling and walking routes heading east to Tottenham along White Hart Lane and Lordship Lane, including segregated cycle lanes.
- Enhancing the leisure and community offer through:
    - Delivery of the Wolves Lane Market Garden City for food growing, distribution, employment and skills development
    - Support for new or enhanced sporting and leisure facilities at New River Sports complex.
- Support for sensitive infill or development of existing estate land where improved open space, street fronts, movement networks, and amenities for existing residents can be delivered.
- Development and placemaking improvements should take opportunities to improve views to and appreciation of the Wood Green Crown Court, a landmark building within the area.

Other Site Allocations in Wood Green

WG SA30: 69a Bounds Green Road (Former Ambulance Station)



Tables and Figures 191. Xxx

Site Information	Details
Address	69a Bounds Green Road, London N11
Area (Ha)	0.09ha (approx.)
PTAL	4
Planning designations and constraints	Article 4 - HMOs Adjacent to Designated Open Space Partially in Risk of Surface Water Flooding Area – Medium & High Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer
Relevant permissions	None
Indicative capacities	Community and enterprise floorspace with retained residential accommodation
Phasing	2028-3032
Ownership	Private

Tables and Figures 192. Xxx

A. Proposal

Adaptation and re-use of the former fire/ambulance station with replacement social infrastructure/community uses at ground floor and complementary outdoor space at the rear.

B. Masterplanning, engagement and delivery

A masterplan is not required for this site.

Early, proactive engagement should be undertaken with neighbouring landowners and local community groups.

Proposals should respond to identified local community needs for social infrastructure/community uses and maximise opportunities to deliver public benefits having regard to the previous valued use of the site.

C. Land uses and activities

Existing land uses: former emergency services/ambulance station depot, external rear yard, residential flat on the first floor

Acceptable land uses: social infrastructure and/or community uses

D. Built form, character and heritage

The original 1930s two-storey red-brick station building is a characterful local landmark that contributes positively to the street scene and should be retained, restored and sensitively adapted.

E. Movement and public realm

The public realm fronting Bounds Green Road should be enhanced having regard to the landmark character of the building and to provide a clear, welcoming and accessible pedestrian access to the building/site.

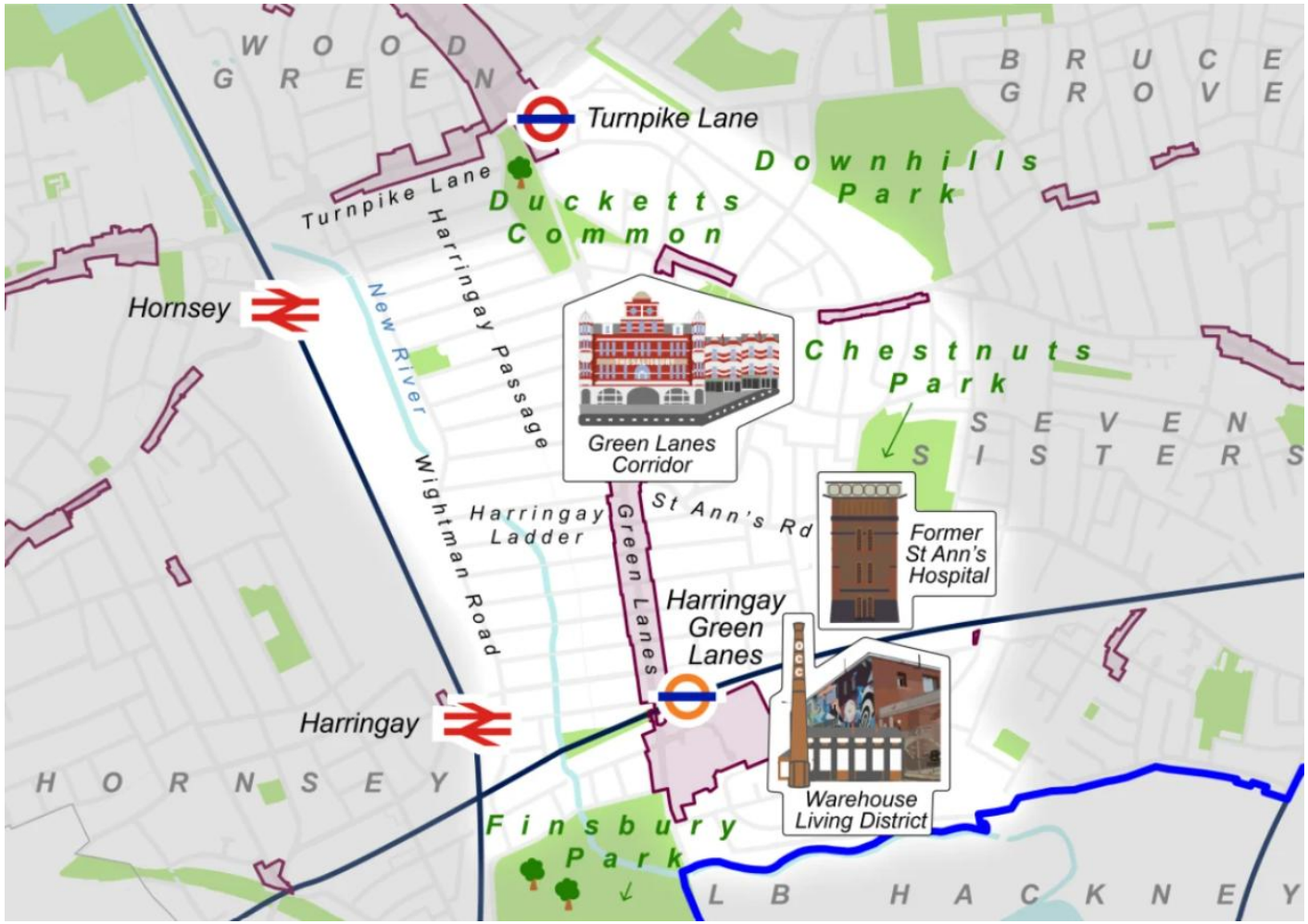
F. Environment and sustainability

The predominantly hard-surfaced rear yard provides an opportunity for substantial urban greening with scope to deliver environmental gain and enhanced climate resilience

CHAPTER 12: HARRINGAY GREEN LANES NEIGHBOURHOOD

1.233





Tables and Figures 193. XXX Neighbourhood Map

Neighbourhood Context

Location

1.234 The Harringay Green Lanes neighbourhood is in the south of the borough. To the west it is bounded by the East Coast Mainline railway, to the south it is bounded by the London Borough of Hackney, to the east it blends into Seven Sisters and to the north it blends into Bruce Grove and Wood Green neighbourhoods.

History

1.235 The neighbourhood is centred around a section of the ancient throughfare of Green Lanes which as early as the 18th century connected the City of London to Hertfordshire. From the late 19th century, the neighbourhood experienced rapid suburban expansion including the building of the Harringay Ladder, a strong grid of tightly grained terraces to the west of Green Lanes. As with other parts of the borough, the development of railways in the area was critical to the development of housing and as of the late 19th century the area was amongst the best served in London.

1.236 In the early 20th century, a sizeable area of land around Vale Road was developed for industrial use. Firms included the wine gum manufacturers Maynards and piano makers Eavestaffs and Brasteds.

1.237 The largest portion of east Harringay, an area known today as ‘The Gardens’, was developed by the Provident Association of London. The houses were smaller than most houses to the west of Green Lanes.

1.238 Along Green Lanes, the style of development of the shops mirrored that of the residential areas in that almost the whole of the eastern side was built as a single development whilst building on the western side was more piecemeal. Completed in 1899, the eastern side was developed almost entirely as the architecturally unified Grand Parade.

1.239 By the early 20th century, Harringay Green Lanes was a fully developed suburb of London and remains largely unchanged in character. Harringay Stadium, a major greyhound racing and motorcycle speedway venue in Harringay, was built in 1927. It was closed and demolished in 1987 to make way for the Arena Retail Park, a ‘big box’ retail development, and housing to the east.

1.240 In recent years the biggest development has been 590-598 Green Lanes which delivered over 100 new homes and a purpose-built health centre, which the West Green Surgery relocated to. In 2023, planning permission was granted for the mixed-use re-development of part of the St Ann’s hospital site for close to 1000 new homes with the first completed homes delivered in 2026.

Connectivity

1.241 The neighbourhood is characterised by Green Lanes, a busy through route with an important and distinctive Major Centre with Victorian terraces to either side. The road is on several major bus routes but suffers from significant congestion. It is heavily car-dominated and does not promote easy movement for pedestrians and cyclists. The Council is carrying out an ongoing traffic and transport review to seek to address traffic and transport issues on Green Lanes and the adjacent Harringay Ladder.

1.242 The neighbourhood is well served with public transport links. The Piccadilly Line runs north-south through the neighbourhood with Turnpike Lane and Manor House stations a short walk from the neighbourhood to the north and south respectively. The Suffragette overground line runs east west through the neighbourhood connecting Barking Riverside to Gospel Oak including a station at Harringay Green Lanes within Harringay Green Lanes Major Centre. To the west the neighbourhood is bounded by the East Coast Mainline with two nearby stations: Harringay and Hornsey. A downside of the railways in the neighbourhood is the barrier they cause to local movement through the cutting of access routes.

Economy & Town Centre

1.243 At the heart of the neighbourhood is Harringay Green Lanes Major Centre, a traditional style linear high street with parades along the ground floor and residential flats on the upper floors. This is the main activity node in the neighbourhood with high footfall throughout the day and evening. Multi-cultural restaurants and independent shops give the area richness and diversity and make it a key destination for global cuisines. There are some additional shops in the neighbourhood along West Green Road but these have far less footfall. The Arena Retail Park to the south of the Major Centre adds major retailer presence to the area but feels and operates very separately from the main high street.

1.244 The main industrial uses within the neighbourhood are concentrated to the south along part of Hermitage Road, Vale Road and Eade Road. These are mostly characterised by light industrial uses such as textile and carpet industries.

Landmarks, culture and heritage

1.245 Significant landmarks and buildings in the area include The Salisbury Hotel public house, a Grade II* Listed building, and the Grand Parade, which are both located on the east side of Green Lanes.

1.246 The neighbourhood has a strong cultural offer and will play a major role during the Borough of Culture 2027. It is home to the Harringay Warehouse Living District, an area of industrial sites which over time came to provide for a cluster of warehouse living, a specific type of land use providing a low-cost, collaborative and communal living and working environment. The district comprises a unique and valuable ecosystem of integrated living and creative production which particularly supports the borough's creative industries and creative economy. The neighbourhood is also home to the London Islamic Cultural Society and Mosque, Turkish Cypriot Community Association, Kurdish Community Centre and Chestnuts Community Centre.

Green and blue infrastructure

1.247 Harringay Green Lanes is a heavily urbanised neighbourhood with few open spaces. Chestnuts Park is a large open space to the east, Fairland Park is a small open space to the west on Harringay Ladder, and Duckett's Common sits on the northern boundary with the adjacent Wood Green neighbourhood. Harringay Green Lanes neighbourhood is however close to Finsbury Park, the borough's flagship park. The channel of the New River, an early 17th-century aqueduct built to supply London with fresh drinking water, flows through the middle of the western section of Harringay Ladder and helps provide an open setting along its course. It helps provide for quiet recreational opportunities but the walking route is broken at various parts and does not provide continuous access. The neighbourhood also contains Railway Fields, one of the borough's five Local Nature Reserves which provides important respite from the busy environment of Green Lanes.

Harringay Green Lanes Vision

Harringay Green Lanes in 2043 will continue to be a thriving, diverse neighbourhood. Harringay Green Lanes itself will have strengthened its reputation for providing global cuisines and will support an expanded daytime and evening economy. The historic fabric of the high street will have been maintained and enhanced, and opportunities will have been taken to reduce congestion and vehicle dominance and give greater priority to those walking, wheeling and cycling.

The mixed-use redevelopment of part of the St Ann's hospital site will have been completed, and a flourishing new neighbourhood will have been established centred around the St Ann's Peace Garden. The garden will be a place for recreation and relaxation for residents and visitors and will link into existing ecological corridors to provide a wider connection for nature. The development will have provided a significant number of affordable homes, alongside workspaces and the restoration of historic hospital buildings.

Arena Retail Park will have been transformed into a thriving new neighbourhood with new homes, workspace and town centre uses. It will provide a high-quality gateway into Harringay Green Lanes Major Centre and include substantially better connections to the Major Centre including new positive and active ground floor frontages facing onto Harringay Green Lanes.

The neighbourhood's industrial and cultural heritage assets have been reinforced with architectural quality better showcased. A long-term sustainable future will have been secured for the Harringay Warehouse Living District and developed through engagement and collaboration with the community.

Opportunities will have been taken wherever possible to create new and improved connections for pedestrians and cyclists connecting Harringay Green Lanes, the Warehouse Living District and the two new neighbourhoods. New development will have included high-quality new green space and contributed to enhanced green links including to and along the New River.

Policy GLN1: Harringay Green Lanes Neighbourhood

A. The Council will support development proposals which contribute to the Harringay Green Lanes Vision.

B. The neighbourhood will deliver at least 2,500 new homes (net) over the plan period and deliver an uplift in jobs, with development prioritised within the following Placemaking Focus Areas:

Transform
St Ann's Hospital
Arena Retail Park
Enhance
Harringay Warehouse Living District
Harringay Green Lanes Major Centre
West Green Road (West)

Tables and Figures 194. xxxxxxxx

C. Proposals should protect the role of Harringay Green Lanes Major Centre as a regional cultural destination as well as supporting a broader range of town centre uses. The priority for new town centre uses are healthy food and beverage, retail, cultural, community and leisure facilities, and workspace. Proposals for evening and night-time economy uses will be supported where they contribute to a safe and welcoming environment, help to diversify the existing offer and attract a range of patrons, including families.

D. Development proposals should protect, enhance and optimise designated employment land, supporting business growth and job creation. Development should support the economic role, objectives and priorities identified for each Placemaking Focus Area, including through:

(1) reinforcing the Harringay Warehouse Living District's role as a strategic creative industries cluster within the Haringey Creative Enterprise Zone, supported by a diverse range of affordable and flexible workspaces for creative, cultural and maker industries; and

(2) supporting the retention and provision of warehouse living where it contributes to the area's creative ecosystem, economic function and distinctive character.

E. The rich built heritage and character of the neighbourhood should be conserved, enhanced and celebrated. To achieve this, proposals should:

(1) preserve the coherent and consistent urban form of the Harringay Ladder

(3) conserve and enhance the industrial character and heritage within the Harringay Warehouse Living District through a retrofit-first approach.

(4) strengthen the sense of enclosure along the neighbourhood's key corridors and protect and enhance the views and vistas of key townscapes and landmarks.

(5) retain, restore and reinstate the locally distinctive features of historic shopfronts and facades, contributing to an active and vibrant street scene.

F. Development proposals should deliver and contribute to strategic improvements in connectivity for pedestrians and cyclists, where appropriate. These include:

(1) rebalancing street space along Green Lanes in favour of more sustainable transport modes.

(6) improving pedestrian and cycling connections between new and existing communities and key destinations and attractors such as blue and green spaces, railway stations and Harringay Green Lanes Major Centre.

G. Proposals should contribute to the delivery of new and enhanced public realm that supports social interaction and reinforces the character and identity of the neighbourhood's distinct places.

H. A priority for new development should be to provide new and enhanced open space to support a growing population and improve connections to and between existing green and open spaces and the New River.

Supporting Text

Placemaking Strategy

1.248 In the next 15 years major transformation of the neighbourhood will be focussed on the delivery of two new mixed-use neighbourhoods at St Ann's Hospital and on Arena Retail Park. This new development will play a key role in delivering new open space in the neighbourhood and helping deliver access and movement improvement to help stitch the Harringay Green Lanes neighbourhood into a cohesive whole with Green Lanes itself as an enhanced focal point for both residents and visitors.

Major Centre

1.249 Harringay Green Lanes Major Centre contains a strong food and beverage offer, with a reputation as London's premier destination for Mediterranean & Turkish cuisine. New development should seek to preserve and build on this cultural reputation while offering a wider range of town centre uses, to provide a diversity of services and experience.

1.250 Development of the Arena Retail Park offers an opportunity to introduce new and improved town centre retail alongside community and cultural facilities, food markets, and new creative workspace to complement the creative industries cluster within the Harringay Warehouse Living District.

1.251 Harringay Green Lanes is recognised in the London Plan as having a night-time economy of more than local importance. Its evening and night-time offer is diverse and vibrant and includes a mix of traditional pubs, such as the iconic Grade II-listed Salisbury Hotel, alongside contemporary bars, restaurants serving late-night desserts, and live music venues. This policy encourages proposals that broaden the night-time offer, particularly through non-alcohol-based activities. This includes initiatives that attract a wider range of patrons, such as families and older residents, through creative and inclusive uses of space. Examples include evening art classes hosted in cafés or community hubs, which contribute to a more balanced and accessible night-time environment. At the same time, careful management of these uses is essential to minimise any negative impacts on nearby residents, ensuring that Green Lanes remains a welcoming and safe destination after dark.

Employment, industrial land, and warehouse living

1.252 The Harringay Warehouse Living District is a unique environment containing a strong creative industries cluster within the Haringey Creative Enterprise Zone. This eclectic area includes many maker spaces, as well as event spaces, bars, cafés, and more traditional industrial activities. Warehouse Living units contribute to this creative ecosystem, providing affordable, communal, flexible spaces for creatives to live and create in as part of a community.

1.253 Many of the area's buildings need improvements to meet energy performance and safety standards. Retrofit, and in some cases infill and/or redevelopment, provide an opportunity to better optimise sites and deliver an uplift in employment floorspace, particularly low cost and flexible creative workspace to build on sectoral strengths in the creative industries.

1.254 The area makes a significant cultural contribution but much of this is not visible. A master planned and co-ordinated approach to development offers an opportunity to not only optimise employment intensification but also to showcase and promote the exciting creative activities taking place, and to better integrate the area with its surrounding residential and town centre context. This can be achieved through enhanced connectivity, improved public realm, effective management of activities, and the provision of opportunities for residents to interact with the creative community such as attending exhibitions, music events, or workshops, and socialising in shared spaces.

Heritage and Character

1.255 The Harringay Green Lanes neighbourhood has a varied and unique character. Valued features which development should preserve and enhance include the coherent and consistent form of the Harringay Ladder, with the grand parade of Victorian shops along

Green Lanes complemented by residential Victorian terraces on either side. Enhancing the coherence and quality of frontages along Green Lanes is crucial for maintaining the aesthetic appeal and functionality of the streetscape. High-quality frontages contribute to a vibrant and active street scene, encouraging pedestrian activity and supporting local businesses.

1.256 Development should improve views and vistas towards local landmarks like the prominent Grade II* listed Salisbury Hotel, Mayfield House, the Grade II* listed St Ann's Church, and St Ann's water tower.

1.257 Within the Harringay Warehouse Living District a range of late Victorian and inter-war industrial buildings contribute to the area's distinctive bohemian, industrial, and creative character, anchored by the prominent and locally listed former Maynard's Sweet Factory. The creative retrofit of these buildings presents an opportunity not only to deliver improved creative workspace and warehouse living accommodation, but also to curate a strong sense of place in an area with significant potential as a destination for creativity and culture.

Connectivity

1.258 Green Lanes is a busy and important route with many competing demands on its space and particular challenges regarding pedestrian and cyclist safety and air pollution. New development and placemaking projects should help rebalance how the space is used, making it safer and more enjoyable for people, encouraging walking, wheeling, cycling, and public transport, while still supporting its role as a key transport corridor.

1.259 The redevelopment of key site allocations, including St Ann's Hospital, Arena Retail Park, and sites within the Harringay Warehouse Living District, offers an opportunity to create new and improved connections between the neighbourhood's distinct Placemaking Focus Areas. These interventions can help stitch the area together, making it easier for residents to access and experience its town centres, creative clusters, parks, and open spaces.

1.260 Improvements should be in accordance with the Council's Walking and Cycling Action Plan and emerging Kerbside Strategy.

Public Realm

1.261 Public realm improvements should be designed to respond to the character and function of their surroundings in accordance with the Haringey Streetscape Design Guide. In the Major Centre, this may include features such as lighting, seating, and space for outdoor eating and drinking to support a vibrant town centre environment. Within the Harringay Warehouse Living District, public realm should provide informal spaces where creative residents and the wider community can meet, socialise, and collaborate—supporting the area's unique cultural and creative identity.

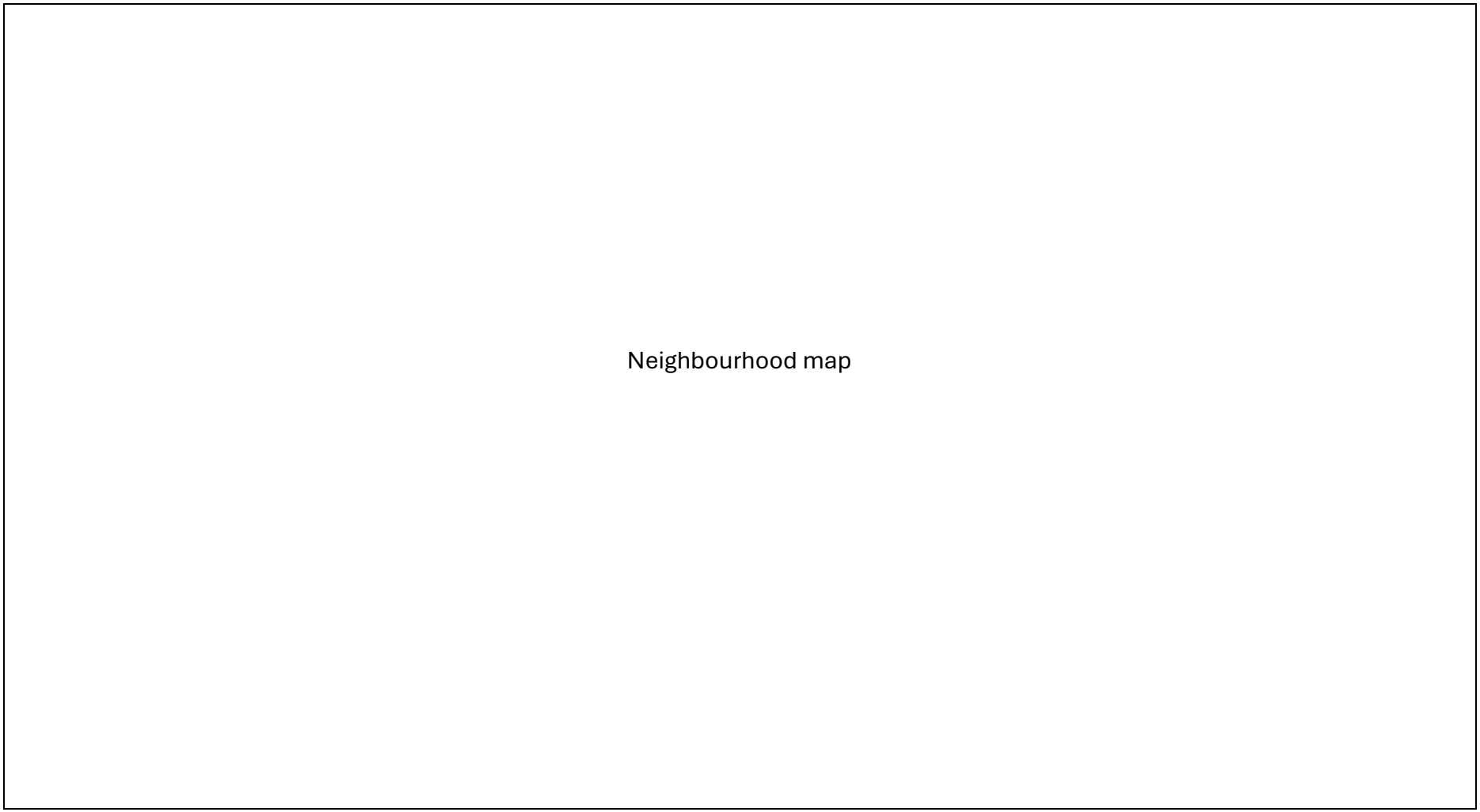
Open Space and the New River

1.262 Securing new publicly accessible green and open spaces within key redevelopment sites such as Arena Retail Park and St Ann's Hospital is essential to improving quality of life for a growing population. These spaces should be well-connected to surrounding areas, offering seamless access to nature and recreational opportunities.

1.263 Improving links to existing green, blue and open spaces, including Finsbury Park, Duckett's Common, Railway Fields, and the New River will strengthen the neighbourhood's green infrastructure network. These connections support biodiversity, encourage physical activity, and provide valuable spaces for relaxation and recreation.

1.264 Development proposals should explore ways to secure environmental improvements and reduce antisocial behaviour along the New River, helping to create a safer, more welcoming environment for all.

Placemaking Strategies + Site Allocations



Tables and Figures 195. Map of Placemaking Focus Areas in XXXXXX

GL PFA1: St Ann's Hospital



Tables and Figures 196. Map of Placemaking Focus Area XXXXX

Strategy

1.265 The St Ann's hospital site will be transformed through redevelopment to create a new mixed-use neighbourhood in the west of the site and retained enhanced medical facilities in the east. As part of this, the locally listed Mayfield House and other historic buildings on the site, including the existing water tower, will be retained, refurbished and reused. A new walking and cycling access point will be provided in the south-west corner of the site creating substantially improved connectivity to the south. The development will connect to existing streets through the creation of new entrances onto St Ann's Road and the provision of a pedestrian and cycle route through to connect Warwick Gardens.

1.266 This strategy will be implemented through adherence to Policy GLN1, the site allocation outlined below, and the following initiatives:

1.267 Delivery of a new mixed-use neighbourhood with improved connectivity to Green Lanes, designated employment areas to the south, and Chestnuts Park

i. Provision of modern, accessible new medical facilities and associated uses, and a significant number of new homes

ii. Provision of new workspace and ancillary café and leisure facilities

iii. Increasing the amount of open space on site as part of a landscape-led masterplan, including delivering an enlarged and expanded Peace Garden for the benefit of future residents and the wider public, and an increased number of trees and canopy cover

Site Allocations

GL SA01: St Ann's Hospital



Tables and Figures 197. xx

Site Information	Details
Address	St Ann's Hospital, St Ann's Road, N4
Area [ha]	11.4
PTAL	1-2
Planning designations and constraints	Article 4 - HMOs PFA Transform Area Creative Enterprise Zone (CEZ) Partially in an Ecological Corridor Adjacent to Designated Open Space Adjacent to Site of Importance for Nature Conservation (SINC) - Grade 2 Partially in Site of Importance for Nature Conservation (SINC) - Local Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Critical Drainage Area Locally Listed Buildings Partially in a Conservation Area

Relevant permissions	HGY/2022/1833
Indicative capacities	995 homes (net) 5,000sqm (gross) office/workspace and community
Phasing	2028-2032
Ownership	Public and Private

Tables and Figures 198. Xxx

A. Proposal

Delivery of high-quality homes and new non-residential uses on an under-utilised former hospital site in line with the extant 2022 planning permission. The west part of the site will be re-developed primarily for residential use with consolidation of medical facilities on an enhanced medical campus to the east.

I. Masterplanning, engagement and delivery

A Council-approved masterplan is in place for the allocation. Development proposals must accord with the most up-to-date approved masterplan, in accordance with Policy D8.

J. Land uses and activities

Existing land use: Community (healthcare)

Acceptable land uses: Residential, employment, retail, community

Development should broadly accord with the land use mix established through the extant planning permission, including residential, specialist older persons housing, community-led housing, affordable workspace, community uses, a small supermarket and consolidated medical facilities.

K. Built form, character and heritage

The site is appropriate for buildings of between 3 and 9 storeys in height as per the extant planning permission

The existing boundary wall should be integrated into the development in line with operational and design aspirations in the planning permission

The site lies within the St Ann's Conservation Area and the development should conserve or enhance the character of the conservation area, its significance

Surviving heritage buildings within the site such as the locally listed Mayfield House should form focal points for new streets and spaces, thus creating a gradual transition between the historic character of the site and its new, taller buildings forming the remainder of the development.

Heights adjoining properties on Warwick Gardens should respect the amenity of neighbouring properties.

The refurbishment of buildings around the central 'Peace Garden' should be community focused, lined with affordable workspace and community uses within the refurbished hospital buildings.

L. Movement and Public Realm

A new safe, direct, inclusive walking, wheeling and cycling route to Green Lanes is required at the southwest corner of the site. This should be integrated into the cycle and pedestrian network to provide connections to Green Lanes, Harringay station and the west of the borough.

The new connection to Green Lanes should not adversely impact the occupants of the residential block at the southern end of Warwick Gardens.

M. Environment and Sustainability

In line with the extant permission, the development should follow a landscape-led masterplan approach with a generously expanded Peace Garden at its heart, supported by a well-considered network of street planting and shared planted courtyards, plus an enhanced nature conservation area to the south.

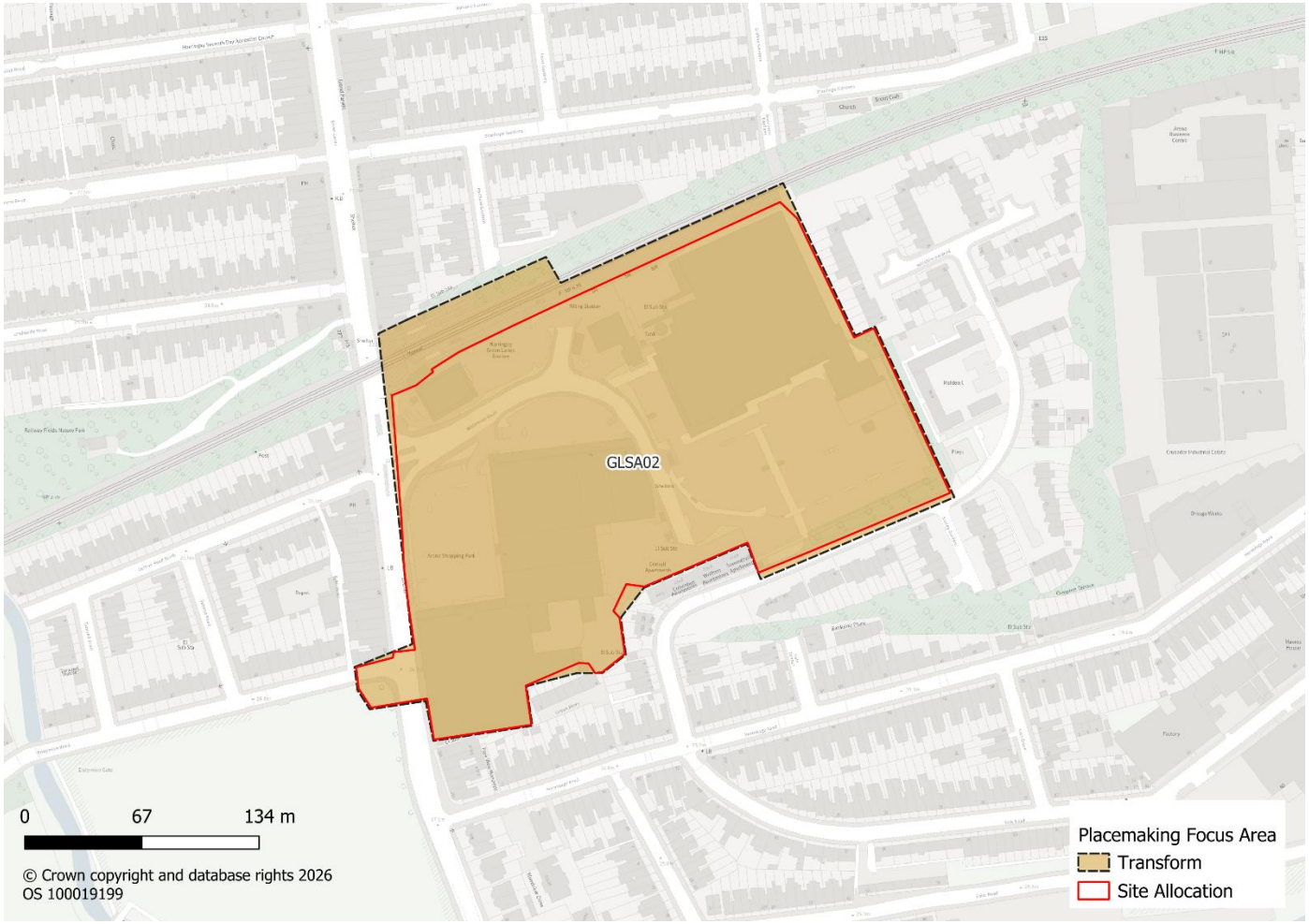
Trees should be retained where possible and a large amount of new tree planting will be required to maximise the amount and quality of trees on site.

The site has two Sites of Importance for Nature Conservation close to its southern boundary. There is also a woodland Tree Preservation Order (TPO) and an Ecological Corridor by this site boundary. Care must be taken to ensure that the area remains protected and extended. The south-west link will disturb one part of the SINC and there should be an overall increase of the ecological area to compensate for this.

Engage with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

GL PFA2: Arena Retail Park



Tables and Figures 199. Map of Placemaking Focus Area XXXXX

Strategy

1.282 The Arena Retail Park will be transformed from a car-dominated retail environment into a walkable, mixed-use residential neighbourhood. Alongside a significant increase in homes, redevelopment will deliver new public spaces, social and cultural infrastructure, and a diverse mix of town centre uses that contribute to and integrate with the wider Harringay Green Lanes Major Centre.

1.283 Development will establish an active and attractive high street frontage along Green Lanes, helping to reinforce its role as a vibrant local centre. A finer-grained, pedestrian-oriented street network will improve permeability, linking key destinations —including St Ann's Hospital, the Harringay Warehouse Living District, Harringay Station, and Finsbury Park—with safe and accessible pedestrian routes.

1.284 The area will embrace its proximity to Finsbury Park, the ecological corridor along the Suffragette Railway Line and Sites of Importance for Nature Conservation (SINC) by enhancing existing green infrastructure, introducing new green spaces, and creating new green links through the site to support biodiversity and wellbeing.

1.285 Its historical significance as the former location of the Harringay Arena, a key sports and events venue, will be celebrated through the design and identity of the new neighbourhood, helping to foster a strong sense of place.

1.286 This strategy will be implemented through adherence to Policy GLN1, the site allocation outlined below, and the following initiatives:

i. Introducing a mix of town centre uses alongside reprovision of the existing supermarket. This should include an improved retail and leisure offer, with scope for workspace and offices, including a mix of unit sizes to diversify the Harringay Green Lanes Major Centre.

ii. Delivering new social infrastructure to service and support a growing population.

iii. Establishing a distinctive and coherent skyline that relates well to the surrounding areas and can be appreciated from key viewpoints.

iv. Creation of a new public realm network, including a new small public square to support the Major Centre.

v. Improving safe walking and cycle routes to Finsbury Park and creating views that draw people toward it, using green infrastructure to help people feel more connected to the park, even from a distance.

1.287 Working with Network Rail and Transport for London to establish an easier and more prominent access route to the Harringay Green Lanes Station, including pedestrian and cycle access to the 'Gardens' area

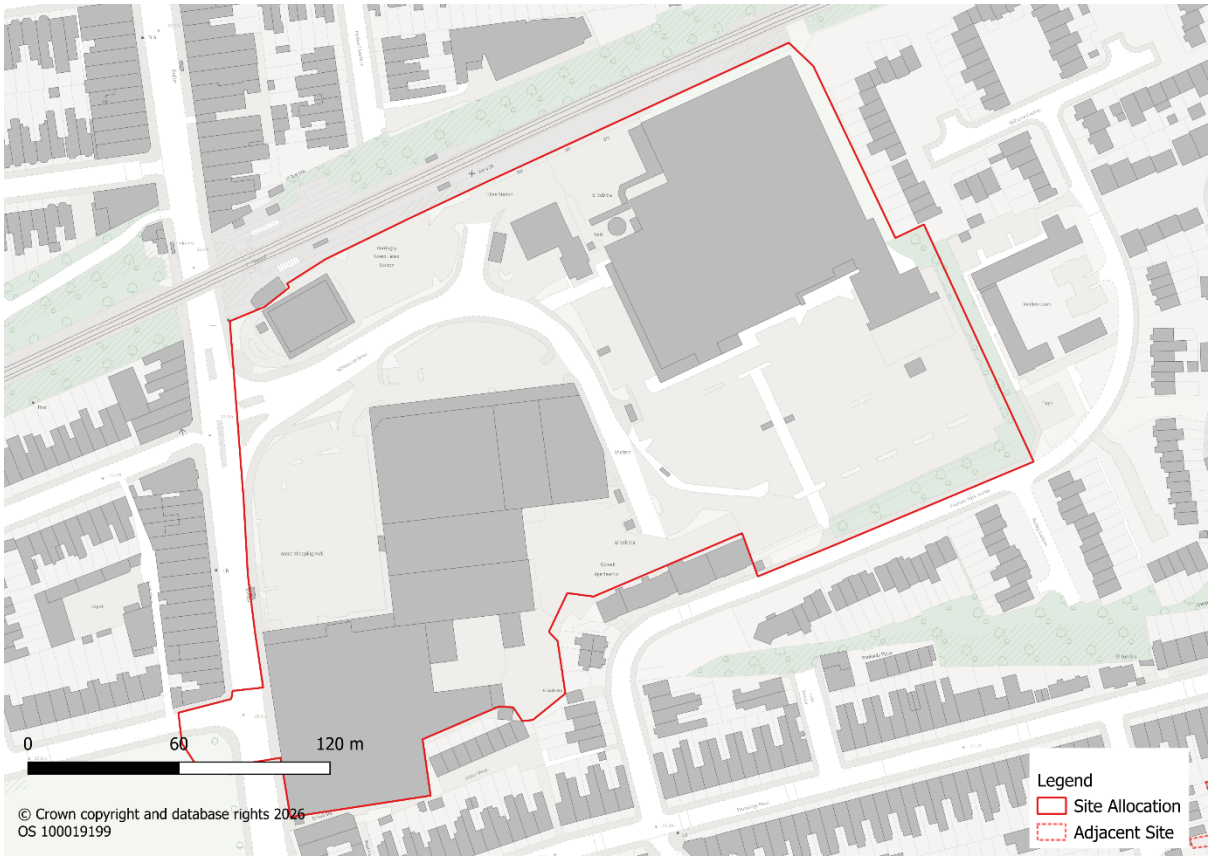
i. Reconfiguration of the Green Lanes frontage to create a more welcoming public realm, replacing blank walls and fences with active frontages that support street life and improve the experience of the Major Centre.

1.288 Delivery of a new east-west route through to the Harringay Warehouse Living District.

1.289 Significantly reducing vehicular traffic to and from the site, through establishment of a new urban form that prioritises walking, wheeling and cycling and the implementation of the car parking standards set out in Policy T5.

Site Allocations

GL SA02: Arena Retail Park



Tables and Figures 200. Xxx

Site Information	Details
Address	Arena Retail Park, Williamson Road, N4 1ED
Area [ha]	5.52
PTAL	3-6a
Planning designations and constraints	Article 4 - HMOs PFA Transform Area Creative Enterprise Zone (CEZ) Major Centres Potentially Suitable for Tall Buildings Adjacent to Site of Importance for Nature Conservation (SINC) - Grade 2 Adjacent to Metropolitan Open Land (MOL) Adjacent to Designated Open Space Registered Parks and Garden (RPG) Adjacent to Historic Parks Archaeological Priority Area (APA) - Tier 2 Listed Buildings

	Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Critical Drainage Area
Relevant permissions	None
Indicative capacities	1,500 new homes (net) 10-12,000sqm (gross) town centre uses
Phasing	2033-2042
Ownership	Private

Tables and Figures 201. Xxx

A. Proposal

The Arena Retail Park will be transformed through comprehensive, masterplanned development into a vibrant new residential and commercial neighbourhood. The scheme will deliver new high street frontages, significant public realm improvements, and enhanced access to key destinations including Harringay Green Lanes Station, Finsbury Park and the Harringay Warehouse Living District.

B. Masterplanning, engagement and delivery

- Development proposals must be supported by a Spatial Framework, prepared in accordance with Policy D8.
- The Spatial Framework should be supported by additional masterplans for individual phases, development parcels or landholdings.
- Masterplans must be supported by a Meanwhile Uses Strategy and Implementation Plan.
- Development proposals must be supported by a comprehensive and meaningful programme of engagement with local communities and stakeholders. Engagement should accord with the Council's Placemaking Approach and the principles of the Haringey Deal, and demonstrate how feedback has informed the design and delivery of development
- Early engagement with Transport for London and National Rail is essential due to the site's proximity to the railway line.

C. Land uses and activities

Existing land uses: town centre uses (retail park with large format retail warehouses, supermarkets and smaller food and beverage units) and surface level car parking

Acceptable land uses: Residential, community, employment and town centre uses

Provide a significant increase in new homes, with conventional Class C3 housing comprising the predominant residential use. Purpose-built student accommodation and large-scale purpose-built shared living accommodation will only be supported where they form a complementary and limited component of the overall residential mix, facilitate the provision of genuinely affordable housing, and contribute to the creation of a mixed and balanced community.

An element of specialist older persons' accommodation should be provided to help meet the diverse housing needs of Haringey's communities and support social integration.

Development should provide approximately 10,000-12,000 sqm of town centre and employment floorspace, supporting the site's role within the Major Centre.

Development should provide replacement supermarket, of appropriate size to serve the local community, with a reduced level of parking reflecting the site's town centre location and high public transport accessibility.

Development should provide a significant quantum of workspace to help meet identified employment needs and support a diverse and resilient local economy, with priority given to creative workspace to support the nearby creative cluster within the Harringay Warehouse Living District.

Development should provide an appropriate amount of community and cultural floorspace to ensure the Major Centre offers a diverse range of services, activities and experiences for residents, workers and visitors.

Development should concentrate active uses, including retail, leisure, community and cultural uses at ground floor level along principal routes, around public spaces and in other prominent locations.

Development should provide consistent active frontages along Green Lanes.

Residential uses should generally be located on upper floors.

Development should provide new social infrastructure, including community, education, learning and other non-residential institutional uses, where necessary to support the needs of existing and future communities and address identified local needs.

Development should direct community and cultural uses towards prominent and accessible locations, where they can contribute to activity, vitality and the creation of a strong sense of place.

D. Built form, character and heritage

The site is significantly underutilised and its existing built form does not represent the optimal use of land. Comprehensive redevelopment should therefore be pursued to deliver the objectives of the allocation, rather than a retrofit-first approach.

Development should create a high-quality urban realm along Green Lanes to link Manor House Station to Harringay Green Lanes Station by foot.

The site may be appropriate for tall buildings. Tall buildings should be located and designed in accordance with Policy D10 and the Haringey Tall Buildings study and the following principles:

Taller elements should be concentrated towards the centre of the site.

Building heights should reduce towards the site's northern, southern and eastern edges to provide an appropriate transition in scale to neighbouring residential areas.

Development along Green Lanes should respond positively to the prevailing character, scale and townscape of the street.

References to the site's sporting and cultural history should be incorporated into the design of the site.

E. Movement and Public Realm

Deliver a coherent, high-quality and pedestrian-focused public realm network that improves permeability, connectivity and access to surrounding destinations, including Finsbury Park, Green Lanes Station and the Harringay Warehouse Living District.

Provide a new public square towards the western side of the site. It should be easily accessible and legible from Green Lanes and Green Lanes Station and, where feasible, benefit from direct visibility from these locations.

Facilitate improved pedestrian and cycle access to the north-eastern corner of Finsbury Park, including through the reconfiguration of the Green Lanes/Endymion Road junction where feasible.

Safeguard and help deliver a new pedestrian and cycle connection to the Harringay Warehouse Living District via the vacant land between 80 and 82 Finsbury Park Avenue.

Development of this site should reduce motor-vehicle trip generation/traffic impacts. A comprehensive transport assessment will be required. This should consider opportunities to improve the existing junction at Endymion Road, the current retail park access points, and address the effects of through traffic, ensuring a safer and more efficient street environment.

A micro-consolidation centre should be provided to support sustainable transport and deliveries in the area.

F. Environment and Sustainability

Development should deliver significant greening of the site and be informed by a comprehensive landscape strategy. A landscape-led approach should deliver a network of high-quality green spaces, including smaller pocket parks, to help address local deficiencies in publicly accessible green space.

Development should maximise the retention and protection of existing trees in accordance with Policy G6. Particular regard should be given to retaining the site's mature trees, which should form a key component of the landscape strategy and help shape the character of new development.

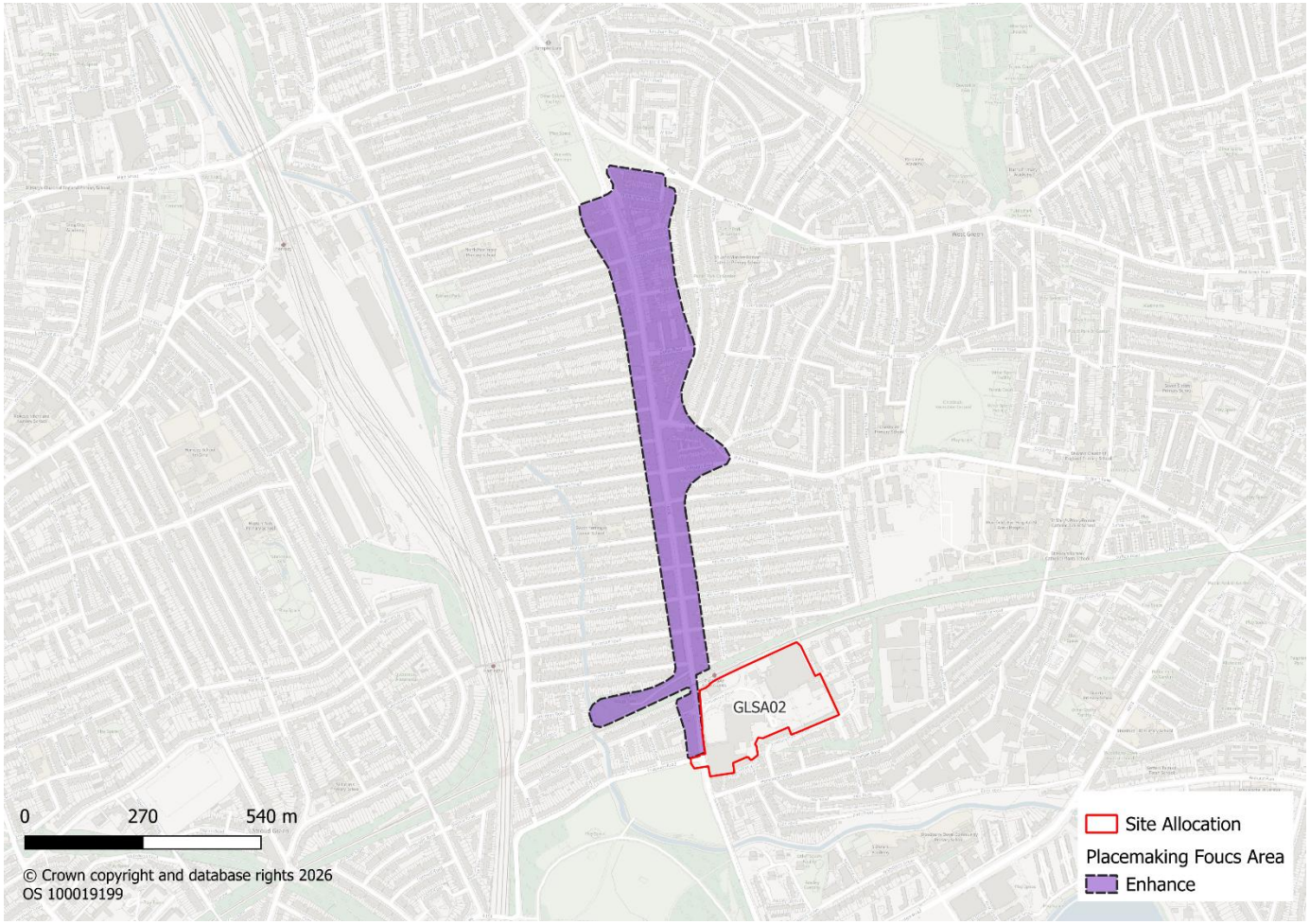
Development should enhance the ecological corridor running along the southern edge of the railway line. A new section of ecological corridor linking through to

Finsbury Park via Finsbury Park Avenue should be considered as part of the design for this site.

The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

It should be demonstrated that adequate water and wastewater infrastructure capacity is available to support development. Where appropriate, this should be informed by modelling of potential impacts on the water and wastewater network and early engagement with Thames Water, including consideration of any capacity constraints at the sewage treatment works.

GL PFA3: Harringay Green Lanes Major Centre



Tables and Figures 202. Map of Placemaking Focus Area XXX

Strategy

1.319 The character of Harringay Green Lanes Major Centre will be enhanced through the retention of, and improvements to, shop frontages, which will support the vitality of the area. Opportunities to improve the streetscape and rebalance road space in favour of pedestrians and cyclists will create a more human-centred high street and help facilitate improved outdoor dining and planting to enhance its reputation as a destination for eating and drinking and support businesses to thrive.

1.320 This strategy will be implemented through adherence to Policy GLN1, and the following initiatives:

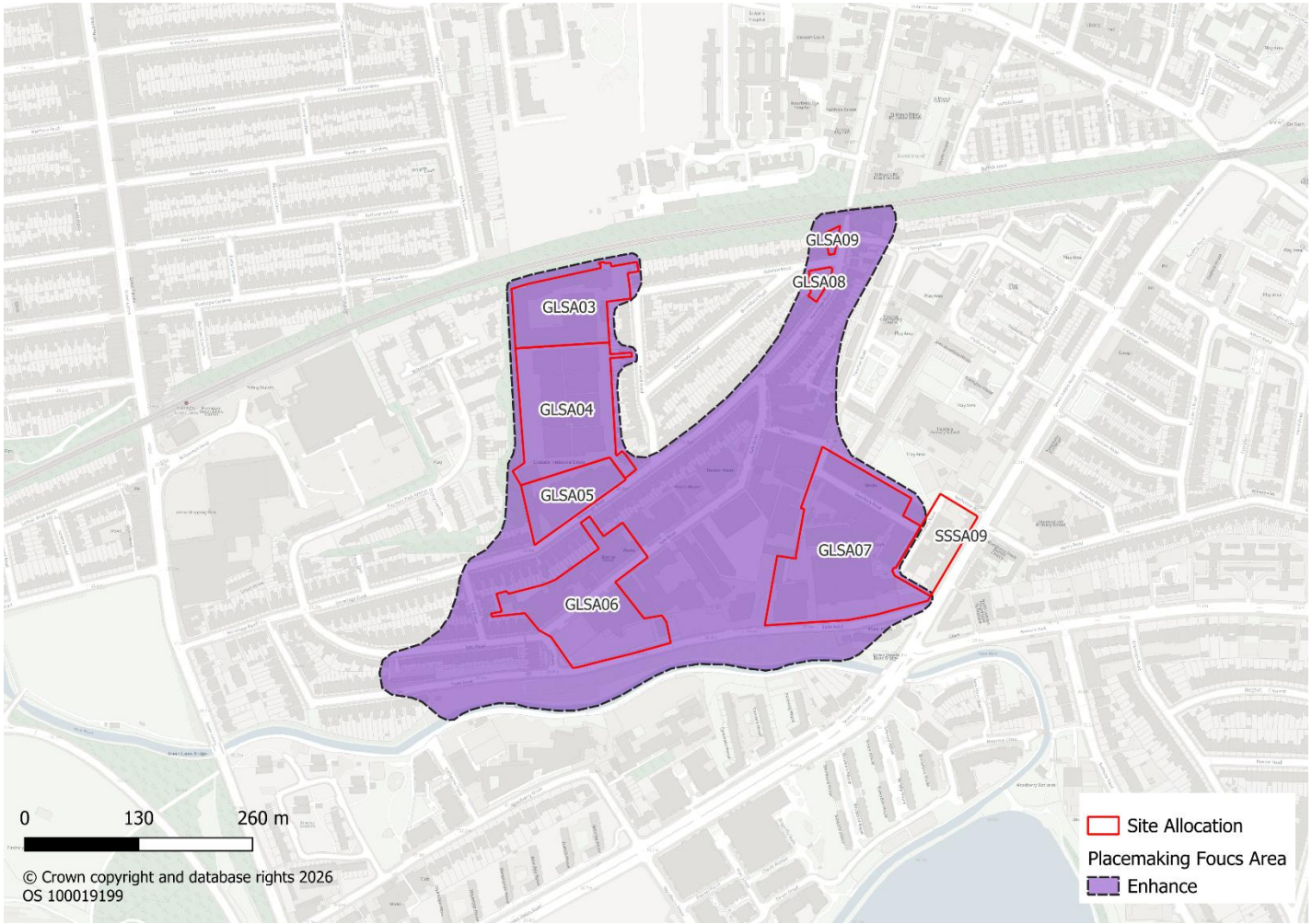
i. Seeking coherency of shop frontages

ii. Improved and expanded public realm along Green Lanes through enhanced wayfinding and signage throughout the Major Centre and in conjunction with highways improvements

iii. Providing for more efficient loading, servicing and deliveries, including space for delivery vehicles.

1.321 Delivery of improved waste management and storage facilities Taking steps to reduce air pollution including through additional greening and planting of street trees.

GL PFA4: Harringay Warehouse Living District



Tables and Figures 203. Map of Placemaking Focus Area XXX

Strategy

1.322 The Harringay Warehouse Living District will be enhanced as a key employment location and an important creative industries cluster within the Haringey Creative Enterprise Zone.

1.323 The intensification of existing employment sites will be supported where this helps deliver additional high-quality employment space and supports an uplift in jobs.

1.324 Development of existing warehouse living sites will be retrofit-led, with some infill and redevelopment, delivering high-quality affordable creative workspace. This will be complemented by retrofitted and new warehouse living units, offering flexible and affordable opportunities for creatives to live and work locally.

1.325 Masterplanned and co-ordinated development will improve the wider Placemaking Focus Area, including enhanced walking and cycling routes, public art, and upgraded public realm. A more active and engaging street front will be established, conserving valued industrial heritage and reinforcing a strong sense of local identity.

1.326 This strategy will be implemented through adherence to Policy GLN1, Policy C6, the site allocations outlined below and the following initiatives:

1.327 Increasing the quantum of employment floorspace through development of employment sites and warehouse living sites.

1.328 Supporting the creative industry cluster by prioritising the delivery of creative workspace.

1.329 Ensuring the important cultural, creative and economic contribution of existing warehouse living sites is protected and enhanced.

i. Seeking to maintain the unique character of the area through retention of existing buildings which contribute positively to character and through high-quality new buildings which build and complement it.

ii. For warehouse living developments, active management of premises and spaces and implementation of improved waste storage and management arrangements

iii. Improving the road network to facilitate the presence of deliveries and related movements associated with the area's employment activities

iv. Securing public realm improvements including cycling, walking and connectivity improvements to Green Lanes

1.330 Ensuring existing issues of noise and anti-social behaviour are addressed through design solutions including ensuring any residential accommodation meets relevant environmental and space standards

1.331 Working with Thames Water to pursue opportunities to increase access to the New River and secure contributions from development towards the improvement of this important green/blue link

Site Allocations

GL SA03: Arena Design Centre



Tables and Figures 204. Xxx

Site Information	Details
Address	Arena Design Centre, Ashfield Road, N4 1FF
Area [ha]	0.95
PTAL	1-2
Planning designations and constraints	Article 4 - HMOs PFA Enhance Area Creative Enterprise Zone (CEZ) Creative Industries Cluster (CIC) Warehouse Living Site Local Employment Area (LEA) Adjacent to an Ecological Corridor Adjacent to Site of Importance for Nature Conservation (SINC) - Grade 2 Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Critical Drainage Area
Relevant permissions	None
Indicative capacities	None identified

Phasing	2028-2037
Ownership	Private

Tables and Figures 205. Xxx

A. Proposal

Retrofit and/or redevelopment to provide new and improved workspaces and warehouse living units to maintain and grow the creative industries.

B. Masterplanning, engagement and delivery

Development proposals for comprehensive redevelopment must be supported by a masterplan, prepared in accordance with Policy D8. It will need to be informed by early and meaningful engagement with the existing site occupiers/warehouse living community on the site and demonstrate how the site positively integrates with surrounding residential and employment uses.

Engagement with TfL and national rail is essential due to the proximity to the railway line, and to explore the delivery of access through to the site from the north under the railway line to the former St Ann's hospital site.

C. Land uses and activities

Existing land use: Warehouse living and industrial/ workspace

Acceptable land uses: Warehouse living and industrial/ workspace

- Proposals including new or refurbished warehousing living will be supported where they accord with Policy C6.
- The site is within a creative industry cluster and should provide workspace to support the creative industries, including affordable workspace.

D. Built form, character and heritage

- None of the buildings must be retained but any new development must be designed to maintain the unique warehouse character of the area's buildings.
- The height of development needs to be respectful of the housing on Finsbury Park Avenue to the west and Ashfield Road on the east. Noting there is a significant slope up to these buildings, heights will be restricted near the properties on Ashfield Road.
- Development at the southern edge of the site should respond appropriately to neighbouring industrial uses.

N. Movement and Public Realm

- Redevelopment should look at the feasibility of connection up to the quietways network through the disused tunnel in the north-west corner of the site, linking through to the former St Ann's hospital site

- Linkages into the Crusader Industrial Estate to the south should also be explored
- The gate onto Ashfield/Oakdale Road should be removed.
- The public realm should enable safe pedestrian and cycling routes through the site.
- Adequate yard space should be maintained or provided to service the employment and creative floorspace

E. Environment and Sustainability

- Edge treatment should complement the Gospel Oak to Barking rail line ecological corridor, through a new green route, linking the slopes behind Finsbury Park Avenue towards Finsbury Park.
- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

GL SA04: Crusader Industrial Estate



Tables and Figures 206. Xxx

Site Information	Details
Address	Crusader Industrial Estate, Hermitage Road, N4 1LZ
Area [ha]	1.58
PTAL	1-2
Planning designations and constraints	Article 4 - HMOs PFA Enhance Area Creative Enterprise Zone (CEZ) Creative Industries Cluster (CIC) Local Employment Area (LEA) Adjacent to Site of Importance for Nature Conservation (SINC) - Grade 2 Partially in Risk of Surface Water Flooding Area - Medium Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Critical Drainage Area
Relevant permissions	None
Indicative capacities	None identified
Phasing	2027-2041
Ownership	Private

Tables and Figures 207. Xxx

A. Proposal

Potential redevelopment of the site to create new intensified employment floorspace increasing the number of jobs and job density on the site as well as delivering a more accessible layout to increase north south permeability, connecting up to the Arena Design Centre site to the north and Omega Works to the south.

O. Masterplanning, engagement and delivery

P. Proposals for comprehensive development of the site must be supported by a masterplan in accordance with Policy D8. This should carefully consider the interface with the adjacent Arena Design Centre and Omega Works and the opportunity to create greater permeability through the employment area.

Q. Land uses and activities

i. Existing land use:

Employment floorspace in Classes E and B

i. Acceptable land uses

Employment floorspace for use classes B2 and B8, alongside Class E(g)

The Council will require new or replacement high equality employment on this site, including affordable workspace

R. Built form, character and heritage

The height of development needs to respect the terraced housing on Ashfield Road to the east, and Finsbury Park Avenue to the west. Noting there is a significant slope up to these buildings, a reduction in height at the western side of the site to preserve the amenity of properties on Ashfield Road is appropriate

Opportunities should be taken to secure a unified boundary treatment with adjacent sites

S. Movement and public realm

An improved site entrance/frontage should be provided onto Hermitage Road

Redevelopment should secure a north-south route through the site with potential to link to adjacent sites

The pedestrian route through to Ashfield Road should be maintained.

A pedestrian link to Finsbury Park Avenue should be explored as part of any future redevelopment with the objective to provide a new east-west link to the Arena Retail Park site

T. Environment and sustainability

Development should protect and enhance the SINC running to the west of the site.

The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

GL SA05: Omega Works



Tables and Figures 208. Xxx

Site Information	Details
Address	Omega Works, Hermitage Road, N4 1LZ
Area [ha]	0.57
PTAL	1-2
Planning designations and constraints	Article 4 - HMOs PFA Enhance Area Creative Enterprise Zone (CEZ) Creative Industries Cluster (CIC) Warehouse Living Site Local Employment Area (LEA) Adjacent to Site of Importance for Nature Conservation (SINC) - Grade 2 Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Critical Drainage Area
Relevant permissions	N/A
Indicative capacities	None identified
Phasing	2028-2037
Ownership	Private

Tables and Figures 209. Xxx

A. Proposal

Retrofit and/or redevelopment to provide new and improved workspaces and warehouse living units to maintain and grow the creative industries.

G. Masterplanning, engagement and delivery

Development proposals for comprehensive redevelopment must be supported by a spatial framework, prepared in accordance with Policy D8. This will need to consider how an improved interface can be secured with the adjacent Crusader Industrial Estate and be informed by early and meaningful engagement with the existing site occupiers/warehouse living community on the site.

H. Land uses and activities

Existing land use: Warehouse living and industrial/ workspace

Acceptable land uses: Warehouse living and industrial/ workspace

Proposals including new or refurbished warehousing living will be supported where they accord with Policy C6.

The site is within a creative industry cluster and should provide workspace to support the creative industries, including affordable workspace.

I. Built form, character and heritage

Height on the Hermitage Road frontage should be limited to respect the amenity of the homes opposite.

Any new buildings should be designed to maintain the unique warehouse character of the area

The central façade on Hermitage Road should be retained, creating an entrance to a courtyard. This should be linked through to pedestrian access to Finsbury Park Avenue

J. Movement and Public Realm

A pedestrian link to Finsbury Park Avenue should be considered as part of any future redevelopment with the objective to provide a new east-west link to the Arena Retail Park site

Redevelopment should seek to provide a pedestrian and cycling connection to the adjacent Crusader Industrial Estate to link in with the north south routes proposed through the Crusader and Arena Design Centre sites.

Adequate yard space should be maintained or provided to service the employment and creative floorspace

Improved waste storage and waste management solutions should be investigated as part of proposals within this allocation

K. Environment and sustainability

Development should protect and enhance the SINC running to the west of the site

The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

GL SA06: Vale and Eade Road



Tables and Figures 210. Xxx

Site Information	Details
Address	Vale and Eade Road, 85-87 Eade Road, 91-95 Vale Road, 136 Hermitage Road, Harringay N4 1TJ
Area [ha]	1.55
PTAL	2-4
Planning designations and constraints	Article 4 - HMOs PFA Enhance Area Creative Enterprise Zone (CEZ) Creative Industries Cluster (CIC) Warehouse Living Site Local Employment Area (LEA) Adjacent to Locally Significant Industrial Site (LSIS) Adjacent to Locally Listed Buildings Adjacent to Site of Importance for Nature Conservation (SINC) - Grade 2 Adjacent to Ecological Corridor Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Critical Drainage Area
Relevant permissions	None

Indicative capacities	None identified
Phasing	2028-2042
Ownership	Private

Tables and Figures 211. Xxx

A. Proposal

Retrofit and/or development of existing employment and warehouse living sites to deliver an uplift in local employment and maintain and grow creative industries.

U. Masterplanning, engagement and delivery

Development proposals for comprehensive redevelopment must be supported by a masterplan or spatial framework, prepared in accordance with Policy D8. It will need to be informed by early and meaningful engagement with the existing site occupiers/warehouse living community on the site and consider and carefully manage the impact on adjacent uses whether employment or warehouse living and the adjacent Locally Significant Industrial Site and to ensure re-development contributes to improved permeability in this part of the Harringay Warehouse Living District.

Proposals affecting warehouse living sites should be informed by early and meaningful engagement.

V. Land uses and activities

Existing land use: Warehouse living and industrial/ workspace

Acceptable land uses: Warehouse living and industrial/ workspace

- Proposals including new or refurbished warehousing living will be supported where they accord with Policy C6.
- The site is within a creative industry cluster and should provide workspace to support the creative industries, including affordable workspace.

W. Built form, character and heritage

- Development adjacent to residential properties on Vale Road and Hermitage Road should avoid overlooking
- There is a significant slope from Eade Road down to Vale Road and heights can be increased at the eastern edge where there is a more industrial character

A north-south connection through the site from Hermitage Road to Eade Road should provide a buffer between any more human-oriented live/work uses on this site and the adjacent LSIS land

X. Movement and Public Realm

- A north-south connection will be sought through the sites connecting Hermitage Road to Eade Road and eventually linking St. Ann's and Woodberry Down

- The public realm should enable safe pedestrian and cycling routes through with delineation between predominantly warehouse living and employment premises

- Adequate yard space should be maintained or provided to service the employment and creative floorspace

- Improved waste storage and waste management solutions should be investigated as part of proposals within this allocation

Y. Environment and Sustainability

- Development should contribute to improvements to the New River corridor.

- Development should positively contribute to the SINC and Ecological corridor running to the south of the site.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

GL SA07: Overbury and Eade Road



Tables and Figures 212. Xxx

Site Information	Details
Address	85-87 Eade Road, 91-95 Vale Road, 136 Hermitage Road, Harringay N4
Area [ha]	2.35
PTAL	1b-4
Planning designations and constraints	Article 4 - HMOs PFA Enhance Area Creative Enterprise Zone (CEZ) Creative Industries Cluster (CIC) Warehouse Living Site Local Employment Area (LEA) Adjacent to Locally Significant Industrial Site (LSIS) Adjacent to Designated Open Space Adjacent to Site of Importance for Nature Conservation (SINC) - Grade 2 Adjacent to Ecological Corridor Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Critical Drainage Area

Relevant permissions	HGY/2023/0728 (subject to S106)
Indicative capacities	None identified
Phasing	2028-2042
Ownership	Private

Tables and Figures 213. Xxx

A. Proposal

Retrofit and/or redevelopment to provide new and improved workspaces and warehouse living units to maintain and grow the creative industries.

B. Masterplanning, engagement and delivery

Development must be supported by a masterplan or spatial framework prepared in accordance with Policy D8 Spatial Frameworks and Masterplans. It will need to be informed by early and meaningful engagement with the existing site occupiers/warehouse living community on the site and demonstrate how the site positively integrates with surrounding residential and employment uses. This should carefully consider the interface with adjacent uses and contribute to an improved local environment.

C. Land uses and activities

Existing land use: Warehouse living and industrial/ workspace

Acceptable land uses: Warehouse living and industrial/ workspace

- Proposals for new or refurbished warehousing living will be supported where they accord with Policy C6.
- The site is within a creative industry cluster and should provide workspace to support the creative industries, including affordable workspace.

D. Built form, character and heritage

- New buildings should continue be designed to maintain the unique warehouse character of the area
- As per the (subject to S106) planning permission for the corner of Eade Road and Seven Sisters Road, new development must mark a gateway to the Harringay Warehouse Living District from Seven Sisters Road
- None of the buildings need to be retained, although business relocation should be considered as necessary before redevelopment can proceed

Z. Movement and Public Realm

- Development should contribute to a more fine-grained street network encouraging pedestrian permeability
- The public realm should enable safe pedestrian and cycling routes with delineation between predominantly warehouse living and employment premises

- Adequate yard space should be maintained or provided to service the employment and creative floorspace

- Parklets and improved waste storage solutions should be investigated as part of proposals within this allocation

E. Environment and Sustainability

- Development should contribute to improvements to the New River corridor.

- Development should positively contribute to the SINC and Ecological corridor running to the south of the site.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

GL SA08: Former Oakdale Arms



Tables and Figures 214. Xxx

Site Information	Details
Address	283 Hermitage Road, N4 1NP
Area [ha]	0.07
PTAL	2
Planning designations and constraints	Article 4 - HMOs PFA Enhance Area Creative Enterprise Zone (CEZ) Risk of Surface Water Flooding – Medium & High Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Critical Drainage Area
Relevant permissions	HGY/2005/0734 / APP/Y5420/A/06/1197720
Indicative capacities	9 homes (net)
Phasing	2032-2037
Ownership	Private

Tables and Figures 215. Xxx

A. Proposal

The site has planning permission for a comprehensive redevelopment scheme to deliver new residential accommodation and improved landscaping to the corner of Hermitage and Oakdale Roads.

B. Land uses and activities

Existing land use: Vacant land (formerly a public house)

Acceptable land uses: Residential

C. Built form, character and heritage

- Heights should be limited to three storeys adjoining the terraced homes on Hermitage and Oakdale Roads

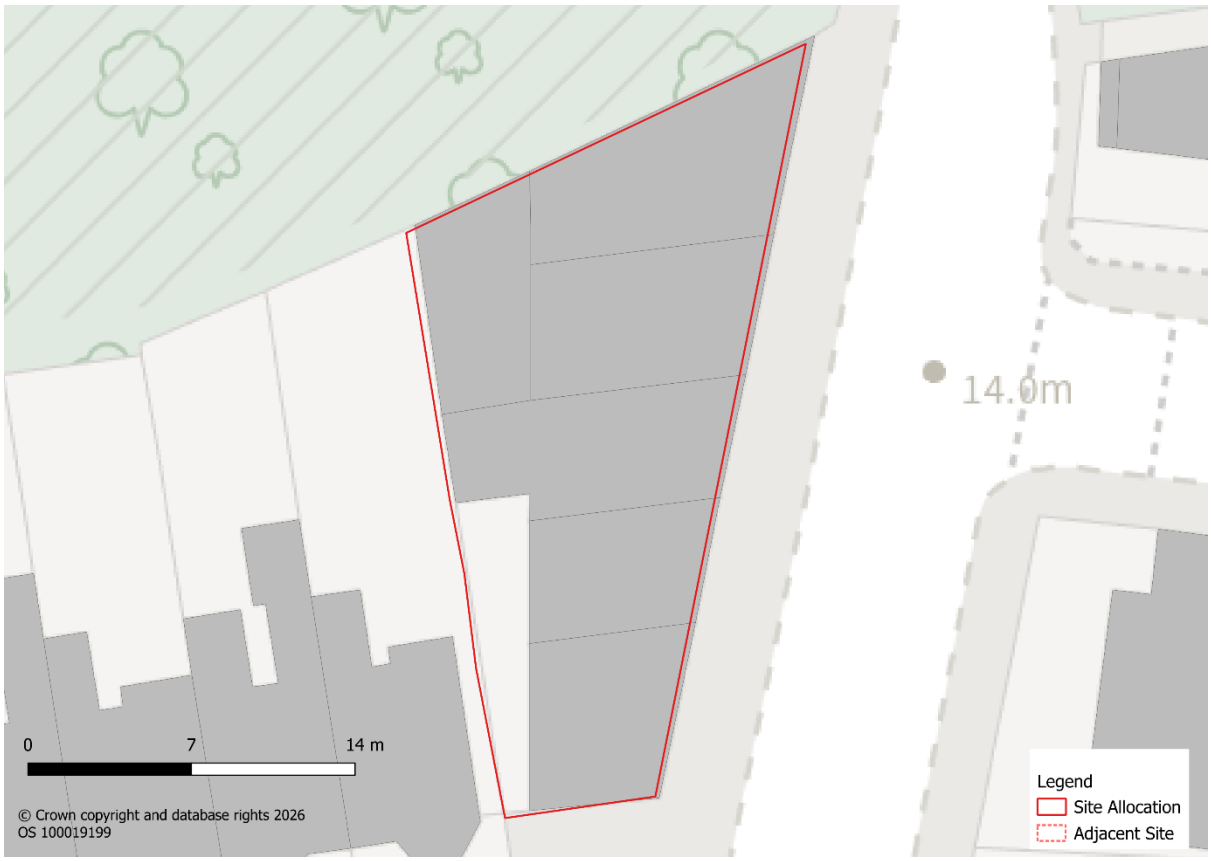
D. Movement and Public Realm

- New landscaping marking this corner site should create a buffer between the site and the road

E. Environment and Sustainability

- Engage with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.
- Tree planting opportunities should be maximised on the perimeter of this site.
- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

GL SA09: Hermitage Road Local Shopping Parade



Tables and Figures 216. Xxx

Site Information	Details
Address	285-293 Hermitage Road, N4 1NT
Area [ha]	0.03
PTAL	2
Planning designations and constraints	Article 4 - HMOs PFA Enhance Area Creative Enterprise Zone (CEZ) Partially in a Local Centre Partially in Risk of Surface Water Flooding Area – Medium & High Critical Drainage Area Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Adjacent to Ecological Corridor Adjacent to Site of Importance for Nature Conservation (SINC) - Grade 2
Relevant permissions	None
Indicative capacities	10 homes (net) 60sqm (gross) town centre uses
Phasing	2033-2042

Ownership	Private

Tables and Figures 217. Xxx

A. Proposal

This site offers the opportunity for comprehensive redevelopment to deliver new retail and commercial floorspace at ground level and residential accommodation above in an intensified scheme to provide a new, enhanced local shopping offer.

B. Masterplanning, engagement and delivery

A site wide masterplan should demonstrate how the entirety of this site could be redeveloped to meet the aims of this allocation to deliver flatted residential accommodation above town centre uses at ground floor level

C. Land uses and activities

Existing land use: Residential and town centre

Acceptable land uses: Residential and town centre

Convenience retail or food and beverages uses are appropriate

D. Built form, character and heritage

- Heights should be limited to three storeys adjoining the terraced homes on Oakdale Roads
- Higher heights of up to five storeys may be acceptable adjacent to the railway bridge
- Active ground floor frontages will be required delivering new Class E floorspace

E. Movement and Public Realm

- New public realm at the front of this site should prioritise improving the relationship between the commercial units and the highway

F. Environment and Sustainability

Engagement should take place with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

- Development should protect and enhance the ecological corridor and SINC on the railway embankment above and adjacent to this site.
- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

GL PFA5: West Green Road (West)



Tables and Figures 218. Map of Placemaking Focus Area

Strategy

1.358 West Green Road will be enhanced through taking opportunities to deliver new public realm and maximising any redevelopment opportunities to create an improved gateway to Green Lanes and West Green Road on and around the estates adjacent to Turnpike Lane station. Pedestrian access and wayfinding between the station and Downhills Park along West Green Road will be improved, with further redevelopment of the shopping parades on the northern side of West Green Road maximising opportunities to improve the local shopping and town centre offer. Better use of existing green spaces and tree planting, and increased cycle parking should enhance the experience of this local centre and associated shopping parades.

1.359 This strategy will be implemented through adherence to Policy GLN1, and the following initiatives:

i. Continuation of active frontages along West Green Road through redevelopment opportunities, linked by new public realm improvements and better activation of estate amenity land bordering the road;

ii. Opportunity for infill development on estate land alongside more comprehensive assembly of sites to the northern edge of West Green Road to deliver new commercial and residential floorspace

1.360 Taking steps to reduce air pollution.

Other Site Allocation in Harringay Green Lanes

GL SA10: Jewson's Wightman Road



Tables and Figures 219. Xxx

Site Information	Details
Address	Jewson's Wightman Road
Area [ha]	0.22
PTAL	3
Planning designations and constraints	Article 4 - HMOs Partially in an Identified High Street Adjacent to an Ecological Corridor Adjacent to a Conservation Area Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Partially in a Critical Drainage Area
Relevant permissions	None
Indicative capacities	48 homes (net) 840sqm (gross) industrial and office/workspace
Phasing	2028-2032
Ownership	Private

Tables and Figures 220. Xxx

A. Proposal

This site offers the opportunity for comprehensive redevelopment and enhanced east-west pedestrian and cycling connections through new Class E or Class B floorspace alongside new homes as part of a mixed-use scheme.

AA. Masterplanning, engagement and delivery

Engagement with Network Rail will be required to investigate opportunities to improve the Railway Approach and bridge at Harringay station to improve accessibility and east-west connections.

BB. Land uses and activities

Existing land use: Industrial (builders yard)

Acceptable land uses: Residential, industrial, office/workspace

CC. Built form, character and heritage

Higher buildings may be possible along the railway line, taking account of the slope from north (high) to south (low).

- Heights along the Wightman Road frontage should reflect those on the eastern side of the street.
- The building line of Mermaid Court should be continued along Wightman Road.
- The design of new buildings on this site should mitigate the noise from the road and adjacent rail links.
- Development should demonstrate how it will make a positive contribution to the setting of the Stroud Green Conservation Area to the west.

DD. Movement and Public Realm

- Measures to reduce the gradient of the bridge into Burgoyne Road should be considered as part of establishing an improved east-west connection over the railway line
- Enhanced public realm, incorporating safe and accessible pedestrian links and wayfinding, should be provided along Wightman Road to connect to the bridge onto Harringay station.

EE. Environment and Sustainability

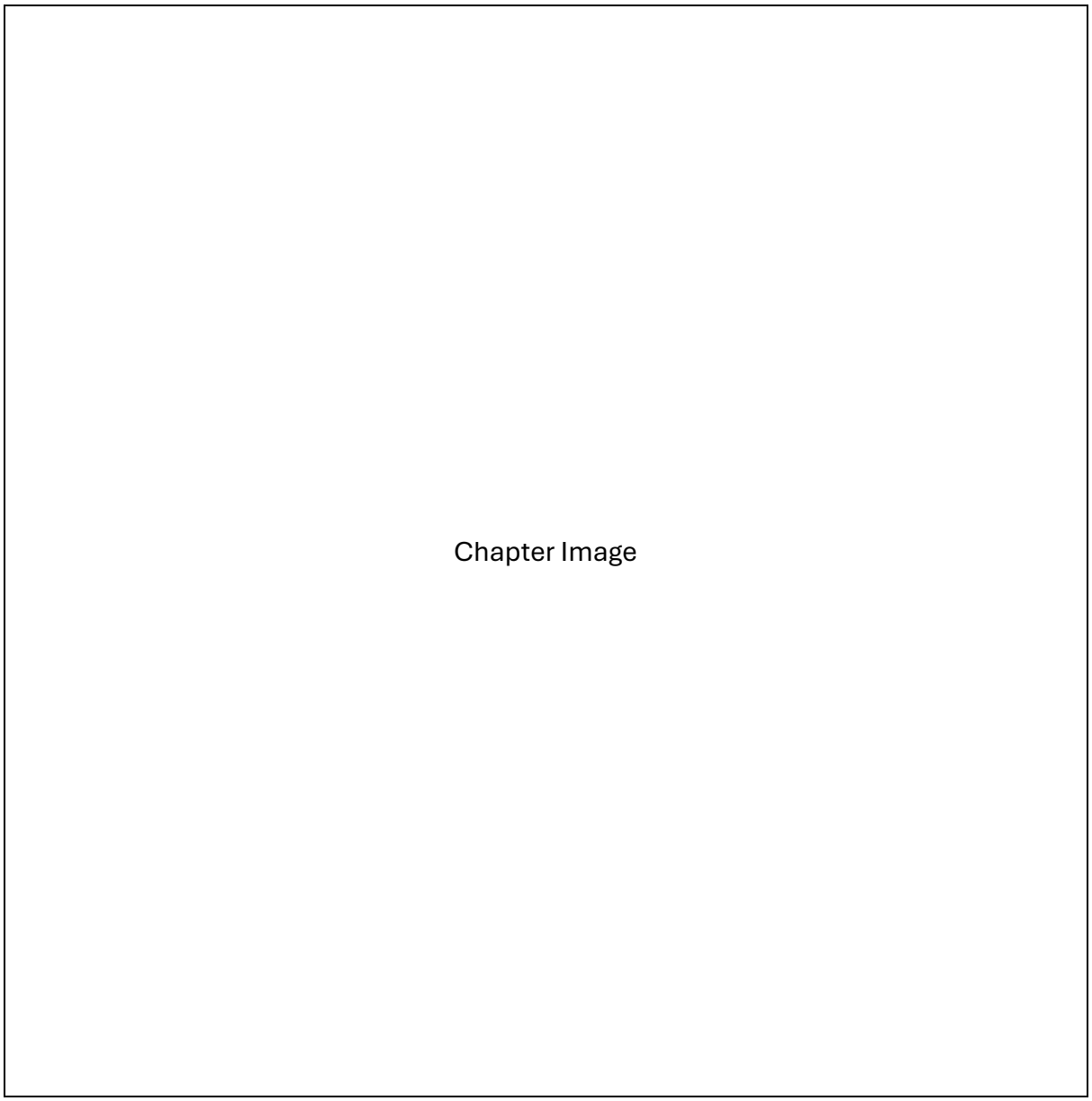
- The site adjoins a north-south ecological corridor running along the rail line, and this should be protected and conserved, mitigating impacts to biodiversity.

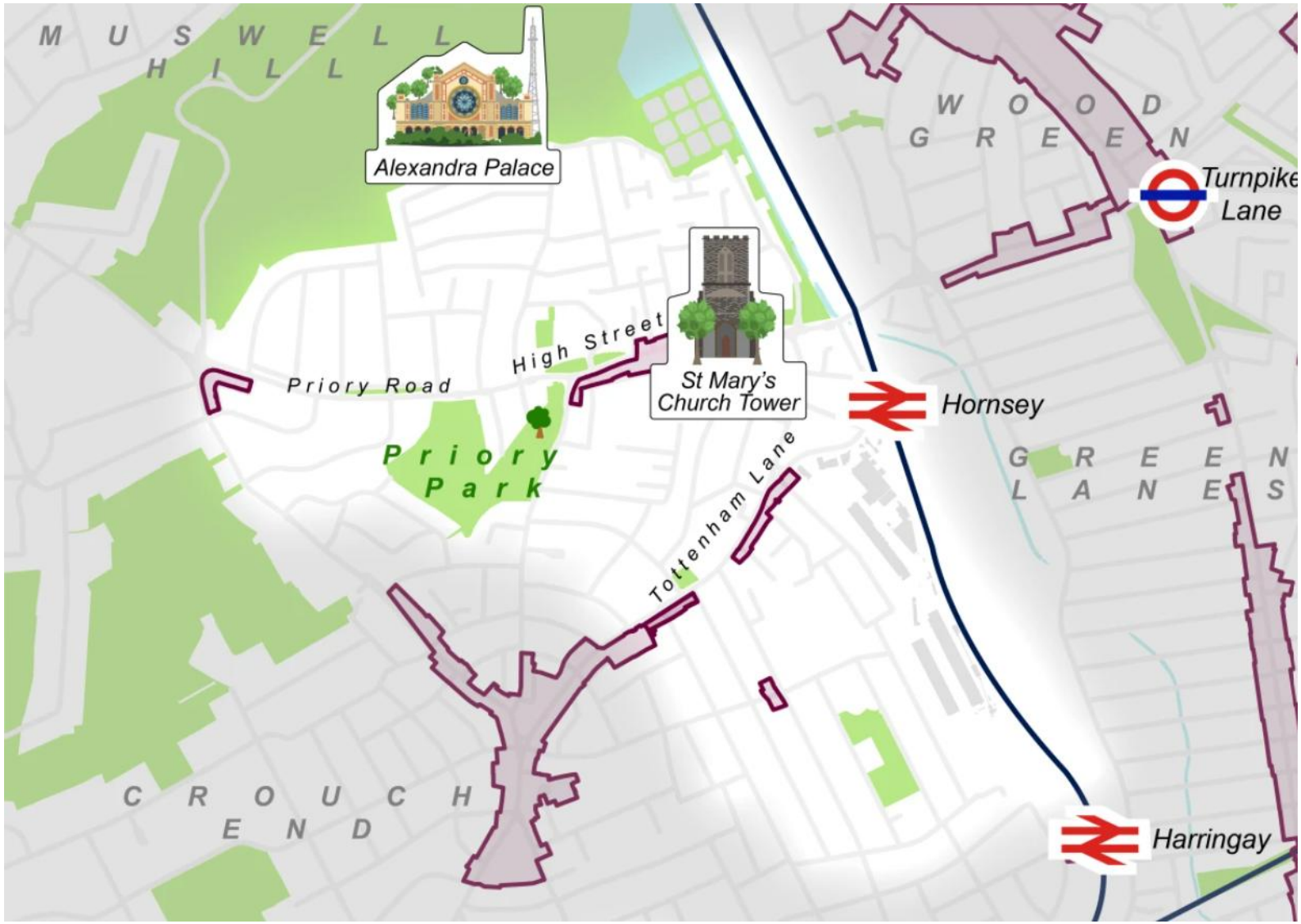
- Tree planting and new open space located to the rear of the site should be provided which complements and enhances the ecological corridor running along the rail line.

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

CHAPTER 13: HORNSEY NEIGHBOURHOOD

1.362





Tables and Figures 221. XXX Neighbourhood Map

Neighbourhood Context

Location

1.363 Hornsey neighbourhood is in the centre of the borough separated from Wood Green by the East Coast Main Line railway. The historic Hornsey High Street runs east west through the centre of the neighbourhood providing a direct connection to the east of the borough via Turnpike Lane. Alexandra Park and the New River provide an open setting to the north and east of the neighbourhood. To the west, Hornsey merges into Muswell Hill and Crouch End neighbourhoods.

1.364 Hornsey Water Works adjoining the eastern end is a former water-based industrial area that begun with the construction of the New River in the 17th century.

History

1.365 The first written evidence of a settlement in Hornsey dates from 1291 when the Church of St Mary was listed for taxation. Evidence of a moated manor, first mentioned in 1578, has been found near the Hornsey Water Works site. In the early 17th century, the settlement was transformed via the delivery of New River, an artificial waterway transporting fresh drinking water from Hertfordshire to Central London. However, until the 18th century, Hornsey remained a rural village surrounded by common pasture containing some large medieval estates such as Grove House, Campsbourne Lodge and Rectory House.

1.366 The introduction of Hornsey railway station in 1850 was the main stimuli for the rapid development of Hornsey. Linked to population growth, the Hornsey water treatment works was constructed in 1862 to abstract water from the New River and supply treated potable water to Hornsey and surrounding districts.

1.367 Most of the buildings that make up the current High Street were built or remodelled in the final years of 19th century. Hornsey High Street's built environment has not changed much since 1945. Following the Second World War, the Lightfoot Estate, Campsbourne and Grove House Estates, initially laid out in the 1860s, were extensively redeveloped.

1.368 To the north of Hornsey High Street, and immediately to its south are housing estates built during 1970s and 1980s, surrounded by the late Victorian terraces. To the south-west of the High Street is Priory Park, a pleasant urban green space opened in 1926.

1.369 Major new development has happened in recent decades off Hornsey High Street in the Cross Lane area and to the south of the Water Works. The site now contains New River Village which comprises a series of large apartment blocks.

Connectivity

1.370 Hornsey railway station is located on the East Coast Main Line and provides excellent connectivity into London. Accessibility to the station requires improvement though and

the station itself would benefit from investment so that it is attractive and welcoming. The railway itself forms a hard eastern edge to the neighbourhood which creates severance issues for pedestrians and cyclists. Connections to the east are limited with the recently enhanced Penstock Foot Tunnel providing the principal link.

1.371 The High Street is a major route through the middle of the neighbourhood and is well served by buses to Wood Green, Seven Sisters, Finsbury Park and Archway. However, public transport accessibility is generally low away from the High Street and Station. Accessibility to the station is poor.

Economy & Town Centres

1.372 Hornsey derives much of its character from Hornsey High Street, a historic connecting route running through the centre of the neighbourhood. The High Street, designated a local centre, has a core of retail/commercial uses with parades along the ground floor and residential flats in the upper floors. It is the main activity node within the area with high footfall, although some shops appear to be poorly maintained. Shops are also located along Tottenham Lane within the Tottenham Lane East Local Centre.

1.373 There is a concentration of industrial uses along the railway line within the Cranford Way Estate which is designated as a Locally Significant Industrial Site.

Landmarks, culture and heritage

1.374 Hornsey has a rich, varied and valued history which is reflected by the existence of five conservation areas in the neighbourhood: Alexandra Palace and Park, Hornsey Water Works and Filter Beds, Hornsey High Street, Hillfield, and the Campsbourne Cottage Estate. Each of these has a different character and contributes to Hornsey being a unique neighbourhood. The Hornsey Water Works and Filter Beds Conservation Area is listed on Historic England's Heritage at Risk Register.

1.375 Hornsey has numerous landmark buildings and buildings of historical interest including St Mary's Tower and various Listed and Locally Listed buildings on, or set back from, the High Street.

Green and Blue Infrastructure

1.376 The area has an undulating topography with Alexandra Park and New River forming the landscape edge and setting to the area. There are several public open spaces within the neighbourhood that enhance the landscape setting of the area such as Priory Park, Rectory Gardens and St Mary's Churchyard. Small pockets of green verges, allotments and playing fields soften the largely urban appearance of the terraces. Street trees along residential terraces create a pleasant suburban feel and greatly enhance the physical appearance of the area. There is a potential to link green verges along the High Street with New River to create a continuous green link. The New River forms part of the eastern boundary of the area and is a part of a walking route through Haringey.

Hornsey Vision

Hornsey in 2043 will have strengthened its character as a vibrant and historic village connecting the west of the borough to the east.

The neighbourhood's historic environment will have been protected and enhanced with investment in key areas of public realm such as around Hornsey railway station. The New River and its associated footpath will continue to be an important recreational asset and key pedestrian route and opportunities to enhance and expand the path will have been realised.

The High Street will continue to be the heart of Hornsey with a strong sense of identity as well as diverse heritage, offering local shopping opportunities and a vibrant food and drink offer. The historic Edwardian and Victorian high street frontages will have been retained and enhanced, celebrating the rhythm and features of the past.

Connections within the neighbourhood and to other neighbourhoods will have been enhanced including to Hornsey railway station and under the railway line with the Penstock Tunnel transformed into a well-lit and welcoming route for pedestrians and cyclists.

The Hornsey Filter beds site will have been restored and enhanced for nature conservation, biodiversity, heritage, and appropriate public access and the long-term future of the site as a high-quality nature and heritage asset will have been secured.

Employment at Cranford Way will have been intensified, providing greater job opportunities, and the interface of the estate to Tottenham Lane will have been enhanced.

Policy HYN1: Hornsey Neighbourhood

A. The Council will support development proposals which contribute to the Hornsey Vision.

B. The neighbourhood will deliver at least 200 new homes (net) over the plan period and an uplift in jobs, with development prioritised within the following Placemaking Focus Areas:

Enhance
Hornsey Filter Beds and Campsbourne
Hornsey High Street
Tottenham Lane and Cranford Way

Tables and Figures 222. xxxxxxxx

C. Hornsey's rich built heritage should be conserved, enhanced and celebrated. To achieve this, proposals should:

D. protect and enhance the Edwardian and Victorian character along Hornsey High Street

E. adopt a proactive approach to securing the long-term future of the Hornsey Water Works and Filter Beds Conservation Area

F. On Hornsey High Street, ground floor conversions from commercial to residential use will be resisted.

G. Development proposals should protect, enhance and optimise designated employment land, supporting business growth and job creation. Development should support the economic role, objectives and priorities identified for each Placemaking Focus Area.

H. Development proposals should reinforce Hornsey's green character and contribute to a clear, well-designed and managed public realm network, enhancing strategic connections to Alexandra Palace and Park, Priory Park and nearby town and local centres.

I. Development proposals should deliver and contribute to improvements in connectivity for pedestrians and cyclists, where appropriate. These include:

J. direct pedestrian routes connecting Hornsey High Street and Alexandra Palace

K. enhancement of the New River Path and creation of a continuous route into the Green Lanes neighbourhood

L. **a new east-west route linking Alexandra Palace with the Penstock foot tunnel and Wood Green**

M. **a new cycle route along Tottenham Lane**

N. **Proposals should protect and seek to enhance the Moselle Brook including exploring opportunities for deculverting, aligned with Policy G8.**

Supporting Text

Placemaking Strategy

1.377 Hornsey will experience modest change over the next 15 years with major change limited by its built form and historic environment. Most new homes will be accommodated in Placemaking Focus Areas where there is good access to public transport and services, facilities and amenities, particularly in and around Hornsey rail station and along key corridors.

Built heritage

1.378 Hornsey has a rich built heritage to conserve, enhance and celebrate. The Edwardian and Victorian frontages along Hornsey High Street are integral to the area's historic character and architectural heritage. Conserving these elements not only maintains the aesthetic appeal but also strengthens the community's sense of identity and continuity. A welcoming public realm enhances social interaction, promotes local businesses, and improves the overall quality of life for residents and visitors. The Hornsey Water Works and Filter Beds Conservation Area is on Historic England's Heritage at Risk register and the Council will take a proactive approach to securing its long-term future to ensure this valued asset is safeguarded for future generations.

Economy & Town Centres

1.379 The Cranford Way industrial estate is designated as a Locally Significant Industrial Site and provides a significant amount of local employment. It contains a mix of dated and more modern purpose-built industrial units and there are opportunities to support further business growth and job creation via new high-quality employment development.

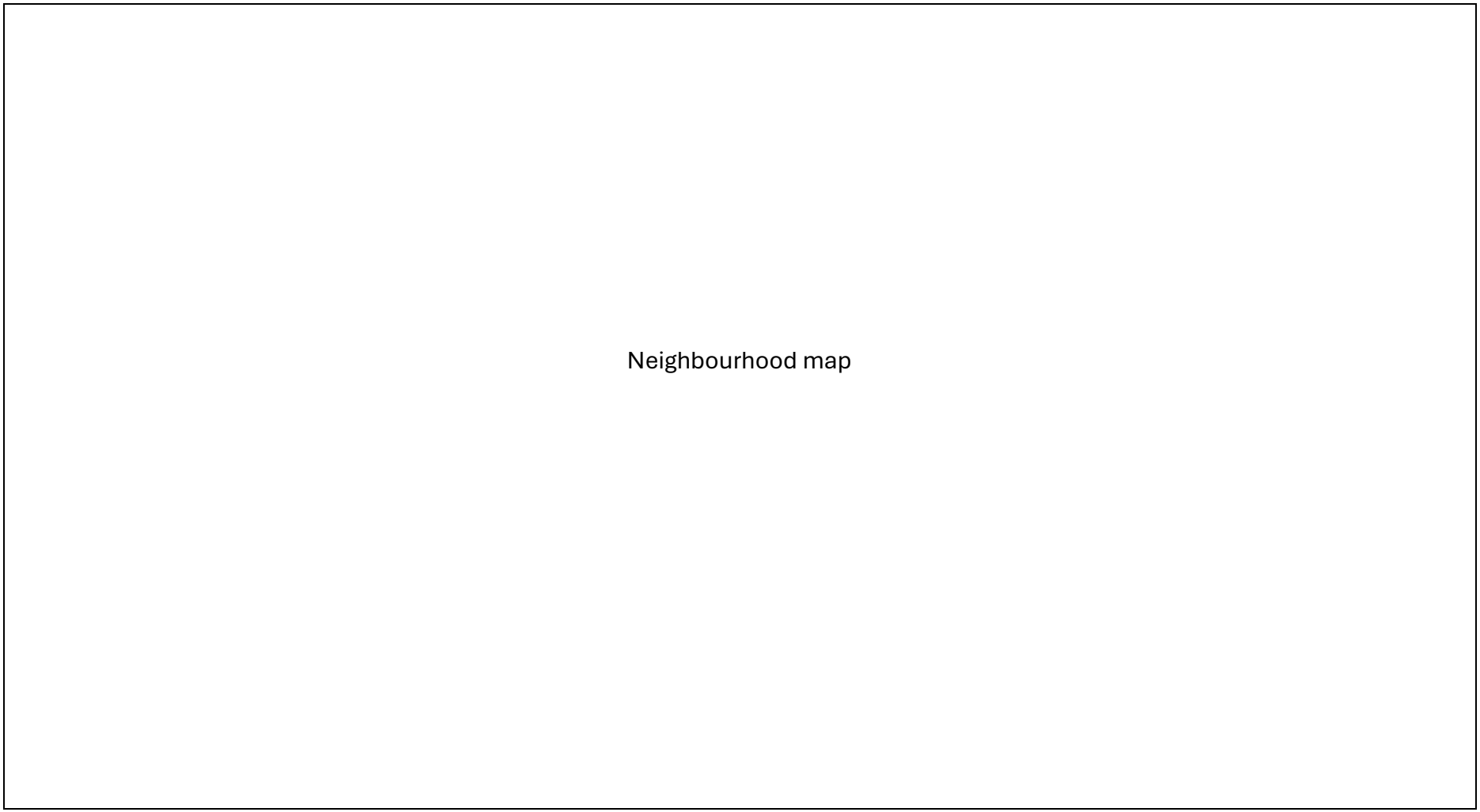
1.380 On Hornsey High Street, the Council will resist applications for ground floor conversions from town centre to residential uses, including through permitted development rights, as town centre uses contribute positively to the character of the Conservation Area, support the local economy and help meet the day-to-day needs of the community.

Public realm and connectivity

1.381 There is a key opportunity via public realm and connectivity improvements to further expand on the neighbourhood's strengths including the vitality and vibrancy of its

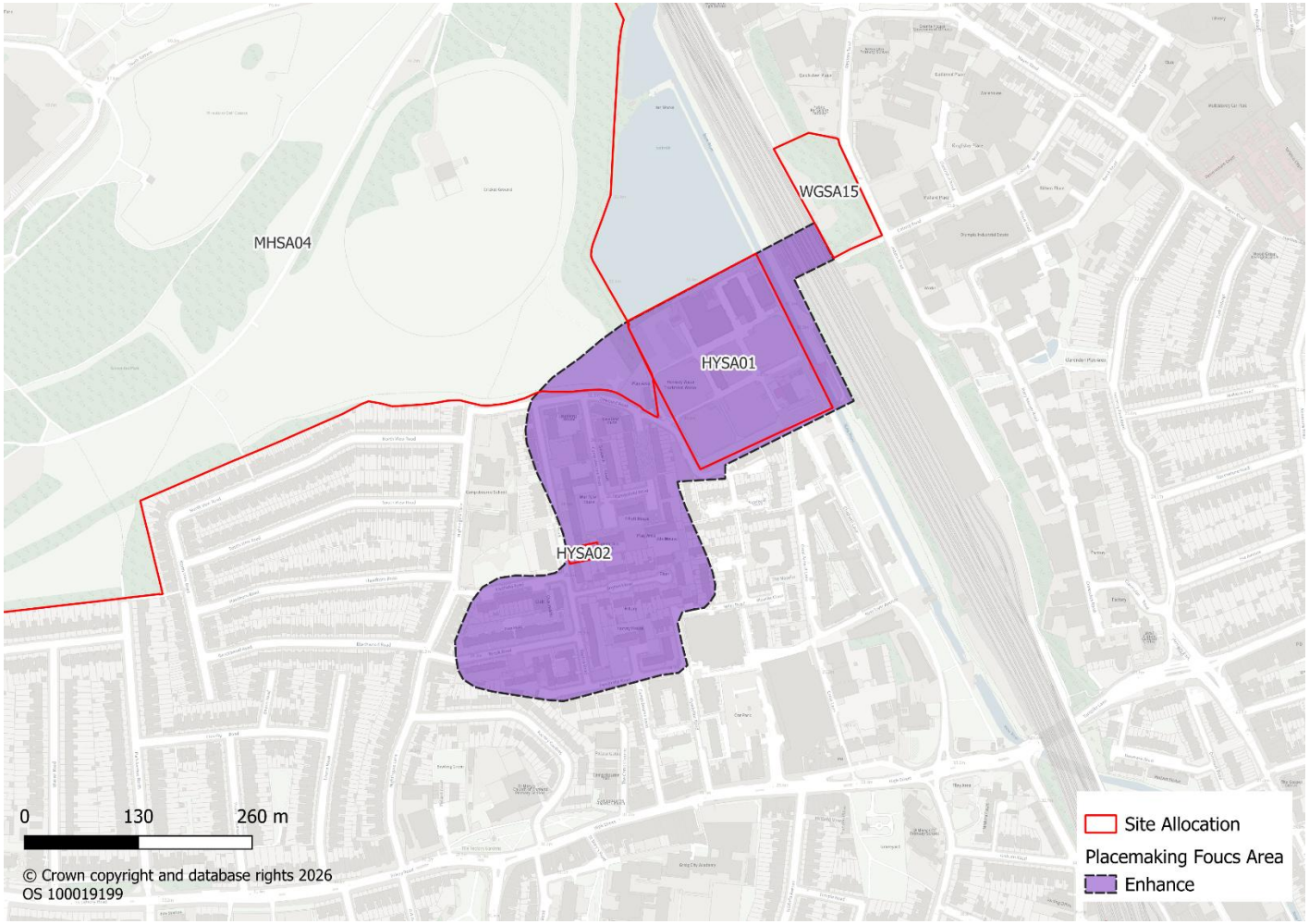
centres, its accessibility by rail and its central location close to key assets such as Alexandra Park and Wood Green Cultural Quarter. Key areas for public realm improvement are along Hornsey High Street and the bridge under the railway, at the entrance/exit to Hornsey station, and to the Penstock foot tunnel. The focus of connectivity improvements will be upon providing more direct pedestrian routes between Hornsey High Street and Alexandra Park, creation of a continuous route along the New River into the Green Lanes neighbourhood and a new east-west route linking Alexandra Palace with the Penstock foot tunnel and Wood Green.

Placemaking Strategies + Site Allocations



Tables and Figures 223. Map of Placemaking Focus Areas in XXXXXX

HY PFA1: Hornsey Filter Beds and Campsbourne Area



Tables and Figures 224. Map of Placemaking Focus Area XXXXX

Strategy

1.382 The Hornsey filter beds will be enhanced as a high-quality nature and heritage asset and will deliver publicly accessible wetlands alongside a range of community benefits. Use and development will be shaped by local stakeholders, support nature restoration and recovery, enhance public access to both nature and industrial heritage, and provide improved east/west connections between Alexandra Park and Wood Green High Road via the Penstock foot tunnel.

1.383 Development should enhance the Hornsey Water Works & Filter Beds Conservation Area, which is currently on Historic England's Heritage at Risk register, as well as maximise the heritage value that can be experienced on the site.

1.384 Essential water infrastructure that is still required will be maintained, and where possible water infrastructure will be rationalised.

1.385 The adjacent Campsbourne estate and surrounding areas will be enhanced via a more coherent streetscape and building lines, the inclusion of more active frontages and rationalisation of servicing arrangements. Better connectivity, and links from the High Street to Alexandra Park will be established including wayfinding.

1.386 This strategy will be implemented through adherence to Policy HYN1, the site allocations outlined below, and the following initiatives:

1.387 Creation of a network of open water, reedbed and wetland habitats which complements the adjacent Local Nature Reserve and reservoir habitats

1.388 Conserving elements of industrial heritage and otherwise taking opportunities to reference the historical interest of the filter beds.

1.389 Improving east-west pedestrian routes by creating a straighter and more direct east-west route through the filter beds site that links up to the Penstock foot tunnel

1.390 Improving the pedestrian environment from the High Street to Alexandra Park through better wayfinding, and the delivery of public realm enhancements associated with redevelopment sites

1.391 Addressing gaps in the streetscape and taking opportunities to restore the character of the Campsbourne area through a more coherent design that reflects the areas terraced street history

1.392 Retaining Campsbourne school and buildings as key local assets

Site Allocations

HY SA01: Hornsey Filter Beds



Tables and Figures 225. Xxx

Site Information	Details
Address	Hornsey Filter Beds, Newland Road, Hornsey
Area [ha]	3.2
PTAL	0-2
Planning designations and constraints	PFA Enhance Area Wood Green Opportunity Area Metropolitan Open Land (MOL) Designated Open Space Partially in Site of Importance for Nature Conservation (SINC) - Grade 1 Historic Parks Locally protected views Archaeological Priority Area (APA) - Tier 2 Conservation Area Locally Listed Buildings Partially in Risk of Surface Water Flooding Area – Medium & High Critical Drainage Area

	Adjacent to the Blue Ribbon Network Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer
Relevant permissions	None
Indicative capacities	Heritage and nature-led restoration with potential for limited enabling residential development
Phasing	2033-2037
Ownership	Private

Tables and Figures 226. Xxx

A. Proposal

The Council seeks the restoration and enhancement of the site for nature conservation, biodiversity, heritage, and appropriate public access. There is a key opportunity to deliver a publicly accessible wetland landscape centred on the retention and transformation of the disused filter beds, alongside the continued operation of essential water treatment infrastructure.

Proposals will be supported which secure the long-term future of the site as a high-quality nature and heritage asset that benefits residents, communities and biodiversity.

Limited residential development on a portion of the site may be appropriate where it is demonstrated to be necessary to support the delivery of the wider wetland restoration project and associated public benefits.

Development must minimise harm to the Metropolitan Open Land and must be heritage and nature-led commensurate with the historical and environmental significance of the site and its wider setting.

O. Masterplanning, engagement and delivery

A Spatial Framework is required for the entire site to ensure the coordinated delivery of ecological restoration, heritage conservation, flood resilience measures, public access improvements and any supporting development, including ensuring harmony between new uses and development and remaining functional water treatment facilities

Early engagement will be required with key stakeholders including local community groups, Historic England, Natural England, the Environment Agency and Alexandra Palace

P. Land uses and activities

Existing land uses: infrastructure (Thames Water treatment facility), unused filter beds and reservoir

Acceptable land uses: wetlands and biodiversity enhancement, community uses, limited residential

Q. Built form, character and heritage

New uses and any new built development should support the restoration of the historic filter beds and associated water infrastructure as part of a comprehensive wetland and heritage-led scheme which conserves and enhances the significance of the Conservation Area.

An assessment of the site's heritage significance is essential to be able to fully assess the current significance and the impact of proposed development

Development should be respectful of the site's location within a Conservation Area, and the nearby Grade II listed Alexandra Palace.

The significance of the locally listed Hornsey Reservoir, and the site's contribution to the Hornsey Water Works and Filter Beds Conservation Area should be a primary consideration in determining the form of any development.

Development should enhance and strengthen the legibility and association with the historic New River and its infrastructure.

Development should facilitate the restoration of industrial heritage with the aim of securing the conservation area's removal from Historic England's Heritage at Risk register. The scale of development should relate to the priority to conserve and enhance the site's most important heritage features which include the remaining square filter beds.

Development should provide an appropriate interface between the Alexandra Park, the Reservoir, and New River Village.

The site sits on the edge of an Archaeological Priority Area

Appropriate separation must be secured between the remaining operational infrastructure and any new homes

R. Movement and Public Realm

A new connection should be established through the site between the Penstock foot tunnel and Alexandra Park via as direct a route as feasible. This should enhance safety for pedestrians and cyclists during both day and night time, particularly women and girls

The primary entrance to the site should be from the western side

Pedestrian and cycle access into the site will be sought from the south via a continuation of Chadwell Lane.

S. Environment and Sustainability

A comprehensive wetland and heritage restoration scheme should be delivered across the disused filter beds, creating a network of open water, reedbed and wetland habitats to complement the adjacent Local Nature Reserve and reservoir habitats.

New public access to nature should be provided.

The adjacent SINC should be protected and enhanced with a focus on providing habitat and nature connectivity. An 8m buffer is required between any development and the New River.

The habitats and species within the adjacent Local Nature Reserve should be protected and enhanced.

The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

HY SA02: Wat Tyler House Car Park



Tables and Figures 227. Xxx

Site Information	Details
Address	Car park adjacent to Wat Tyler House, Boyton Rd
Area [ha]	0.06
PTAL	1b
Planning designations and constraints	PFA Enhance Area Risk of Surface Water Flooding - Medium Critical Drainage Area Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer
Relevant permissions	HGY/2022/3858 & HGY/2023/1835
Indicative capacities	15 homes (net)
Phasing	2028-2032
Ownership	Public

Tables and Figures 228. Xxx

T. Proposal

Redevelopment of the car park adjacent to Wat Tyler House for residential development, with enhanced public realm, amenity space and improved play provision

U. Land uses and activities

Existing land use: surface car park

Acceptable land uses: residential

V. Built form, character and heritage

Development should complement the form and massing of existing housing

Heights should be limited to 7 stories maximum

W. Movement and Public Realm

Car free development is supported with disabled parking to be provided on-street

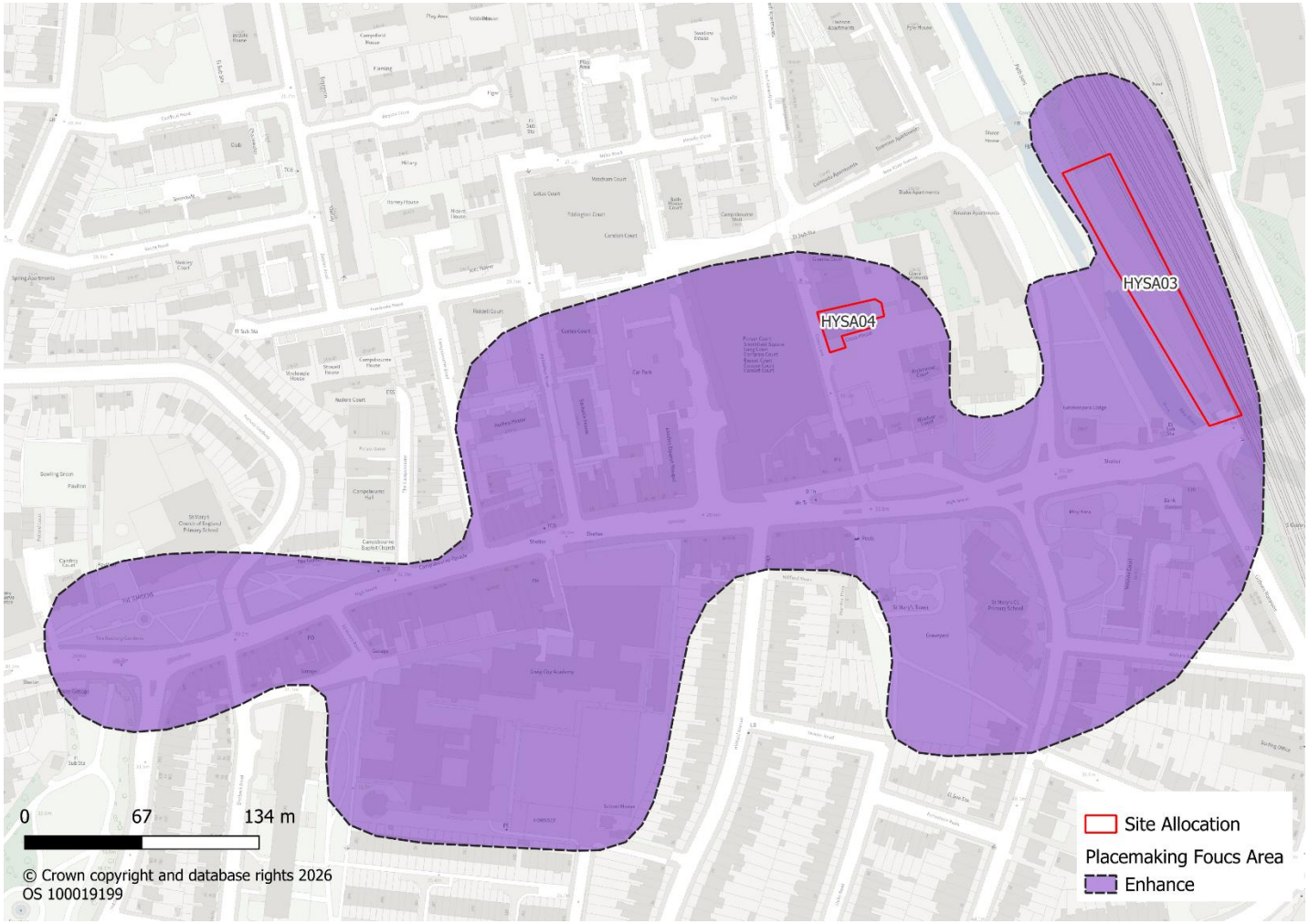
Enhanced pedestrian footways should be delivered through the site

X. Environment and Sustainability

Landscaping and public realm improvements should be delivered with an emphasis on increasing canopy cover and enhancing the streetscape along Boyton Road.

The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

HY PFA2: Hornsey High Street



Tables and Figures 229. Map of Placemaking Focus Area XXXXX

Strategy

1.416 Hornsey High Street will be enhanced sympathetically with an emphasis on protecting and promoting its historic village character and as a key route for travelling between the west and east of the borough. Opportunities will be taken to secure public realm enhancements to enhance the setting of the conservation area and create a welcoming gateway into Hornsey. This strategy will be implemented through adherence to Policy HYN1, the site allocations outlined below, and the following initiatives.

1.417 Working collaboratively with key stakeholders to conserve the historic environment and improve key areas of public realm and improve connectivity for pedestrians and cyclists. Opportunities will be explored to:

1.418 Further strengthen the heritage value of the placemaking focus area and enhance the special character of the Hornsey High Street and adjacent Conservation Areas

1.419 Deliver improvements to the railway bridge in partnership with Network Rail to create a more attractive route and enhance safety

1.420 Create a continuous path along the New River working with Thames Water

1.421 Deliver a new cycleway along Tottenham Lane and onto Hornsey High Street

1.422 Improve pedestrian connectivity from the High Street to Alexandra Park through better wayfinding

1.423 Provision of active frontages and town centres uses at ground floor level in appropriate locations, including:

1.424 New active frontages with traditional shop fronts along Hornsey High Street and Tottenham Lane, in keeping with the historic character of the area;

1.425 Retaining shopping parades on Hornsey High Street and protecting and enhancing their character

1.426 Resisting ground floor conversions from commercial to residential use on Hornsey High Street to protect the character of the Conservation Area.

Site Allocations

HY SA03: Hornsey High Street (New River)



Tables and Figures 230. Xxx

Site Information	Details
Address	1, Bridge Wharf, London N8 7QB
Area [ha]	0.04
PTAL	4-5
Planning designations and constraints	PFA Enhance Area Adjacent to Hornsey Water Works & Filter Beds Partially in a Conservation Area Adjacent to Locally Listed Buildings Ecological Corridor Partially within Critical Drainage Area Adjacent to Blue Ribbon Network Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer
Relevant permissions	None
Indicative capacities	10 homes(net)
Phasing	2033-2037
Ownership	Private

Tables and Figures 231. Xxx

A. Proposal

Redevelopment for more intensive use including new homes and employment floorspace with access created through to the adjacent New River development

B. Masterplanning, engagement and delivery

A masterplan is not required for this site. However, engagement will be necessary with Thames Water and Network Rail due to the proximity to New River and the railway line.

C. Land uses and activities

Existing land use: self-storage facility

Acceptable land uses: residential, light industrial, workspace

D. Built form, character and heritage

Development should be respectful of the site's location adjacent to a conservation area. Proposals should enhance the setting of the Conservation Area.

This site is long and narrow and tightly bounded by with the railway line on one side and the New River on the other which will constrain development potential.

E. Movement and Public Realm

There should be pedestrian and cycle access to the development via the New River via a bridge or using the existing platform over the New River

F. Environment and Sustainability

New buildings must maintain an 8m buffer from the New River unless otherwise agreed by Thames Water.

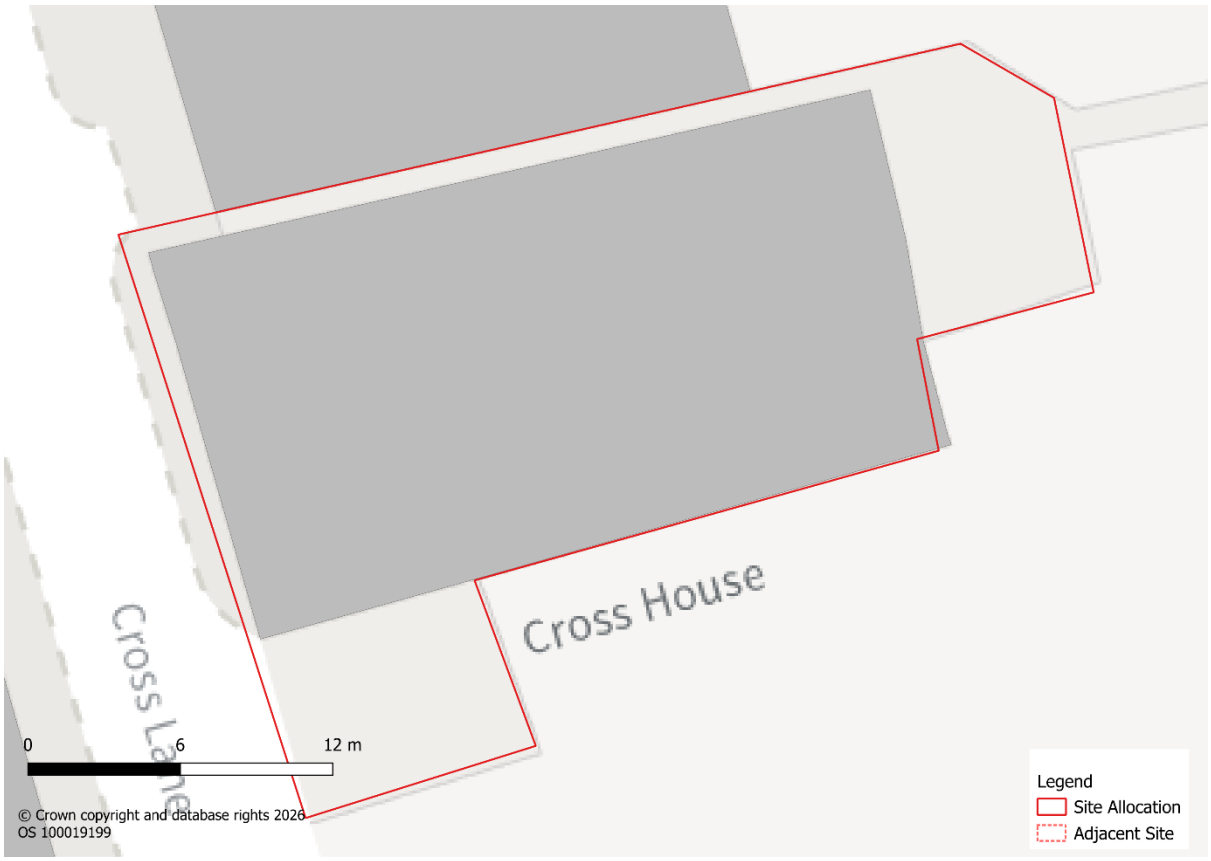
Proposals should contribute to the restoration, enhancement and public enjoyment of the Blue Ribbon Network.

New residential development should provide adequate acoustic insulation to mitigate noise related to the railway.

Proposals must protect existing mature trees which bound the site and protect the adjacent ecological corridor.

The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

HY SA04: 7 Cross Lane



Tables and Figures 232. Xxx

Site Information	Details
Address	Cross House, 7, Cross Lane, London, N8 7SA
Area [ha]	0.06
PTAL	4-5
Planning designations and constraints	PFA Enhance Area Partially in a Conservation Area Risk of Surface Water Flooding Area – Medium & High Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer
Relevant permissions	HGY/2021/1909
Indicative capacities	9 homes (net) 815sqm (gross) light industrial
Phasing	2028-2032
Ownership	Private

Tables and Figures 233. Xxx

Y. Proposal

Redevelopment to provide re-provided modern workspace with residential apartments above, in a scheme of up to six stories in line with the extant permission.

Z. Masterplanning, engagement and delivery

A masterplan is not required for this site.

AA. Land uses and activities

Existing land uses: light industrial, workspace including music recording studios

Acceptable land uses: residential, light industrial, workspace

Replacement employment floorspace should be provided in line with the extant permission

BB. Built form, character and heritage

- No buildings on this site need to be retained subject to appropriate re-provision of employment space.
- The design of buildings should be consistent with the approved planning permission
- The site itself is very tight and should respond to the scale, massing and layout of the adjacent developments
- Scale should be such that it creates a transition between the various typologies of buildings within its immediate vicinity

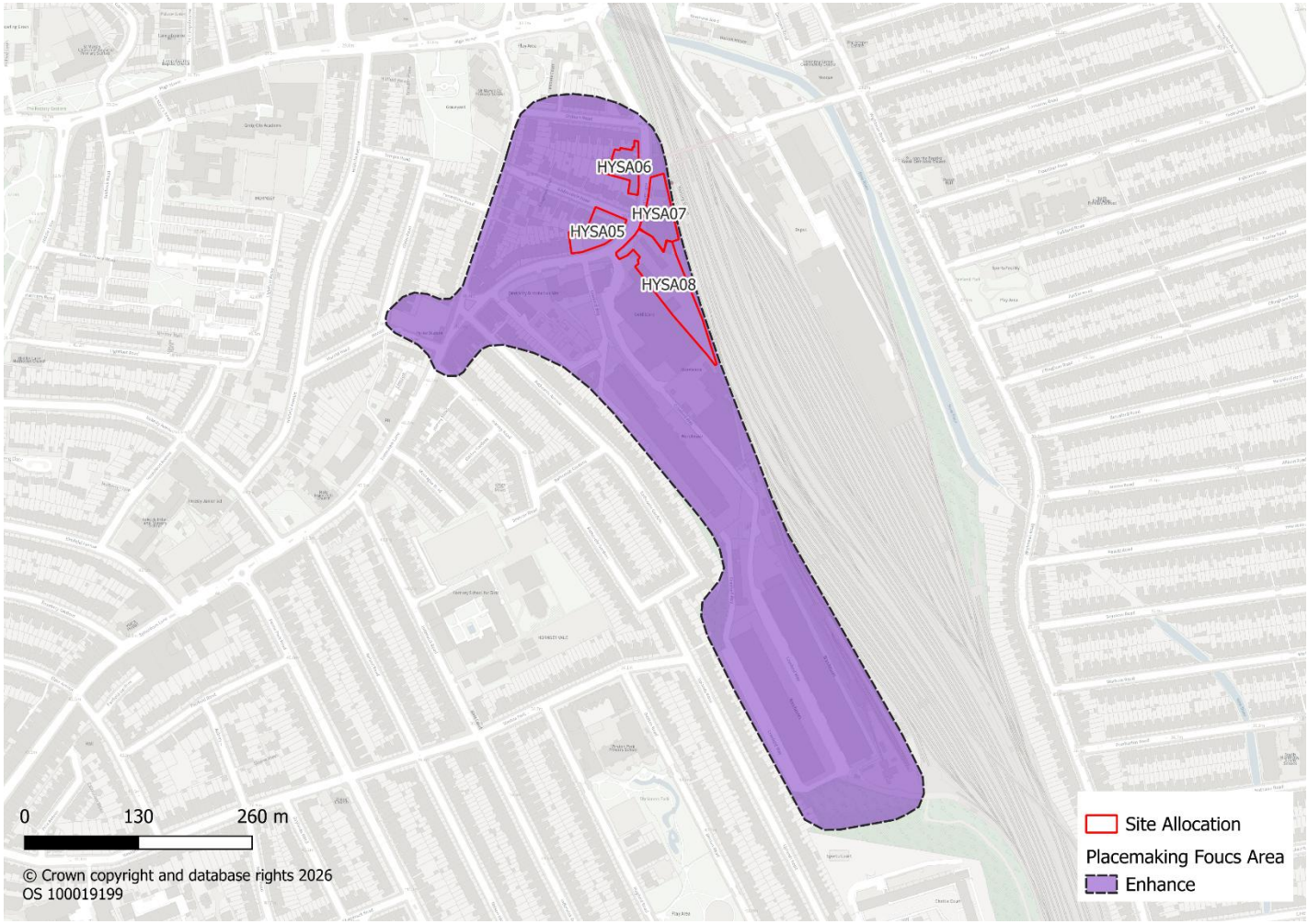
CC. Movement and Public Realm

- Cross Lane is narrow and does not include footways to both sides of it along its whole length. Parking should be provided in a basement.
- A dedicated loading bay for daily deliveries is required

DD. Environment and Sustainability

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

HY PFA3: Tottenham Lane and Cranford Way



Tables and Figures 234. Map of Placemaking Focus Area XXX

Strategy

1.435 Tottenham Lane will be enhanced through the delivery of a more welcoming gateway and public realm in the vicinity of Hornsey Station, with an improved cycling and pedestrian environment including a new cycle track or lane on Tottenham Lane.

1.436 The commercial potential in the vicinity of Hornsey station will be maximised, and the heritage of notable buildings including the former Lotus car factory and showroom will be conserved and celebrated.

1.437 The strong business identity of the Cranford Way Locally Significant Industrial Site will be enhanced through redevelopment and intensification of employment uses with improved connections between the estate and surrounding areas. Opportunities for rail freight utilisation will be explored.

1.438 This strategy will be implemented through adherence to Policy HYN1, the site allocations outlined below, and the following initiatives:

- Provision of a new and enhanced entrance and public realm to Hornsey Station with a public plaza or square
- Improved connectivity and accessibility through the station, and enhancements to the station overpass and ticketing areas
- Improved public realm at the junction of Church Lane and Tottenham Lane, rationalising the fragmented traffic islands and providing more generous pavements to the shopping parade
- Provision of enhanced commercial frontages on Tottenham Lane
- Maximising and supporting opportunities to intensify and expand business premises on the Cranford Way Locally Significant Industrial Site
- Mixed-use development of the Hornsey Goods Yard involving co-location of employment uses and residential uses including retention, alteration and community re-use of the locally listed Former Lotus Motor Racing Car Factory,
- Improvement of the entrance into Cranford Way Locally Significant Industrial Site to better balance vehicular movements associated with employment activities and the need to secure improved pedestrian and cycle connectivity through the area.

Site Allocations

HY SA05: YMCA 50 Tottenham Lane



Tables and Figures 235. Xxx

Site Information	Details
Address	YMCA, 50 Tottenham Lane, N8 7EE and adjacent land
Area [ha]	0.15
PTAL	4
Planning designations and constraints	PFA Enhance Area Adjacent to Locally Listed Buildings Adjacent to Locally Significant Industrial Site (LSIS) Critical Drainage Area Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer
Relevant permissions	None
Indicative capacities	25 homes (net) plus 200 sqm (net) community/commercial uses
Phasing	2028-2032
Ownership	Public

Tables and Figures 236. Xxx

G. Proposal

Redevelopment of site for mixed-use with new homes plus replacement community uses.

H. Masterplanning, engagement and delivery

Engagement with the YMCA will be necessary to establish the need to re-provide the existing community uses on site or elsewhere within the borough.

I. Land uses and activities

Existing land use: community (YMCA community facility)

Acceptable land uses: residential, community

J. Built form, character and heritage

- It is acceptable to build up to the gable end of terrace houses at 54 Tottenham Lane.
- Heights should be limited to 2 storeys adjacent to 54 Tottenham Lane and Ribblesdale Road
- The tallest element of the scheme should be towards the centre of the site.
- The development should respect and respond to the form of development on Ribblesdale Road

K. Movement and Public Realm

- Active frontages should be provided onto Tottenham Lane on the site's northeastern edge
- The public realm fronting Tottenham Lane should be improved having regard to the key location of the site in relation to Hornsey Station.

L. Environment and Sustainability

- Existing mature trees should be retained
- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

HY SA06: 40-46C Tottenham Lane (former Post Office sorting station and adjacent sites)



Tables and Figures 237. Xxx

Site Information	Details
Address	40-46c Tottenham Lane
Area [ha]	0.12ha
PTAL	4
Planning designations and constraints	PFA Enhance Area Adjacent to Locally Listed Buildings Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Critical Drainage Area
Relevant permissions	None
Indicative capacities	20 homes (net) 150sqm (gross) light industrial/workspace/community
Phasing	2033-37
Ownership	Private

Tables and Figures 238. Xxx

A. Proposal

i. There is the opportunity to redevelop this collection of sites to provide a greater quantum of commercial and residential floorspace and a more coherent street frontage reflecting the importance of this gateway site to Hornsey given its prominent location opposite the railway station exit.

EE. Masterplanning, engagement and delivery

ii. The site is in multiple land ownerships. A masterplan is not required but since if parcels of the site come forward individually it must be demonstrated how development can occur without compromising co-ordinated development across the site as a whole.

FF. Land uses and activities

iii. Existing land uses: commercial, light industrial including former Hornsey post office sorting station,
iv. Acceptable land uses: residential, light industrial, workspace, community

GG. Built form, character and heritage

Consideration should be given to retention of the former post office sorting frontage at 44 Tottenham Lane

Heights of up to 3 storeys would be appropriate fronting Tottenham Lane stepping down to 2 storeys adjacent to neighbouring gardens

A Mews style development would be appropriate, including 1-2 storey town houses to the rear of the site

Active uses will be required on ground floor frontages facing Tottenham Lane to re-provide and/or replace the existing uses of this nature and create a welcoming frontage opposite Hornsey train station.

HH. Movement and Public Realm

Clear, welcoming and accessible pedestrian access should be provided to the site which could include lanes if mews style development is provided

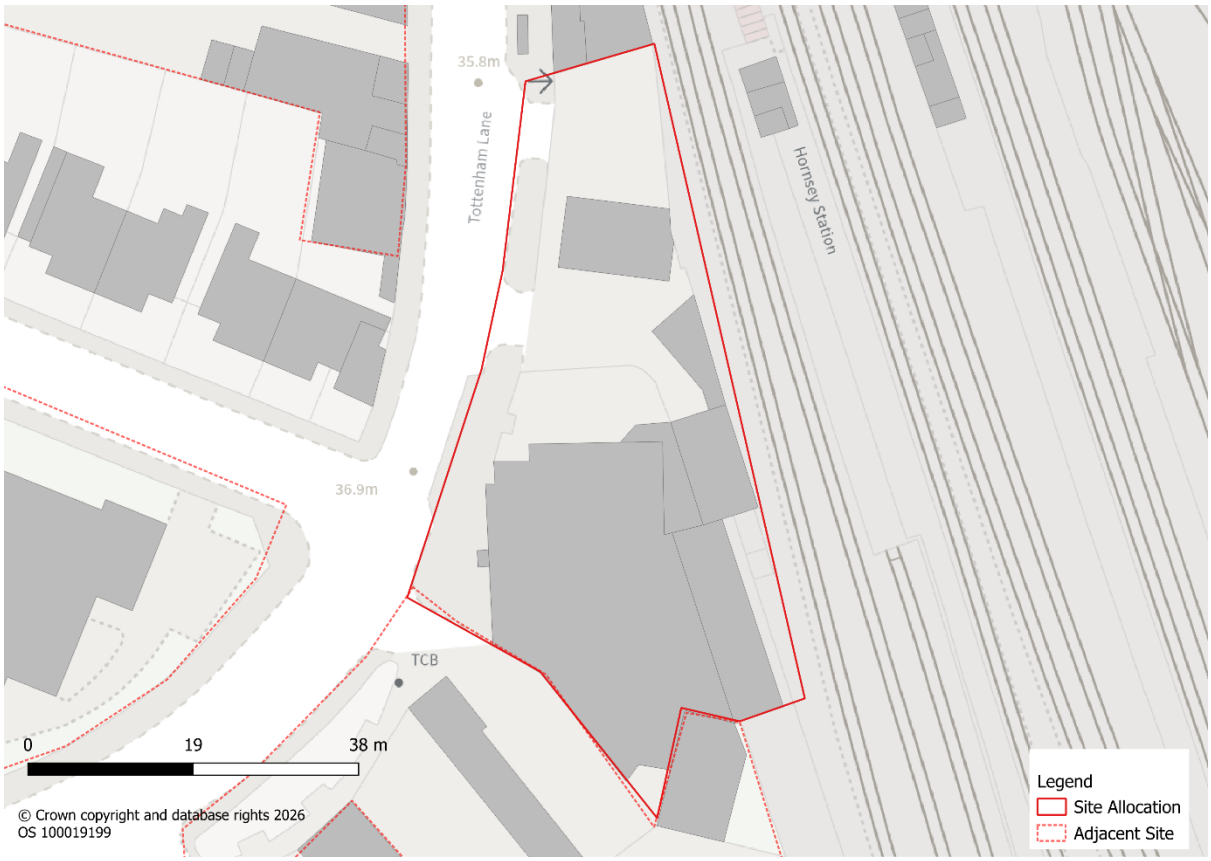
II. Environment and Sustainability

Opportunities should be taken to provide greening along the Tottenham Lane frontage.

The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate

appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

HY SA07: Hornsey Station Square



Tables and Figures 239. Xxx

Site Information	Details
Address	3-5c Tottenham Lane
Area [ha]	0.2
PTAL	4
Planning designations and constraints	PFA Enhance Area Partially in a Locally Significant Industrial Site (LSIS) Adjacent to an Ecological Corridor Locally Listed Buildings Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Partially within Critical Drainage Area
Relevant permissions	None
Indicative capacities	40 homes (net) 300sqm (gross) commercial, business, service uses
Phasing	2033-2037
Ownership	Private

Tables and Figures 240. Xxx

A. Proposal

Comprehensive redevelopment of these adjacent sites for a mixed-use scheme including residential, commercial or workspace floorspace to create a new welcoming gateway into Hornsey, with a new public plaza and station entrance.

L. Masterplanning, engagement and delivery

The site is in multiple land ownerships. A masterplan is not required but if parcels of the site come forward individually it must be demonstrated how each parcel can be developed without compromising co-ordinated development across the site as a whole.

Proposals should be informed by engagement with adjacent sites in the Cranford Way Locally Significant Industrial Site to ensure their operations are not impacted by new uses.

Liaison with Network Rail will be required due to the station and railway next to the site.

M. Land uses and activities

Existing land uses: light industrial (car MOT and sales centre), restaurant

Acceptable land uses are: residential, light industrial, commercial, business and service

The garages to number 5 Tottenham Lane are in the Cranford Way Locally Significant Industrial Site and so an equivalent quantum of replacement employment floorspace will be required.

N. Built form, character and heritage

Whilst number 5 Tottenham Lane is locally listed, its current condition is considered to no longer warrant inclusion on the list, and so the building does not need to be retained.

Consideration must be given to ensure residential uses are subject to appropriate amenity taking account of the proximity of the Cranford Way Locally Significant Industrial Site and the railway

Active uses will be sought on the Tottenham Lane frontage.

The design should acknowledge the strong axial view of the site down Ribblesdale Road

O. Movement and Public Realm

A gateway piece of public realm adjacent to the station entrance should be incorporated into the scheme

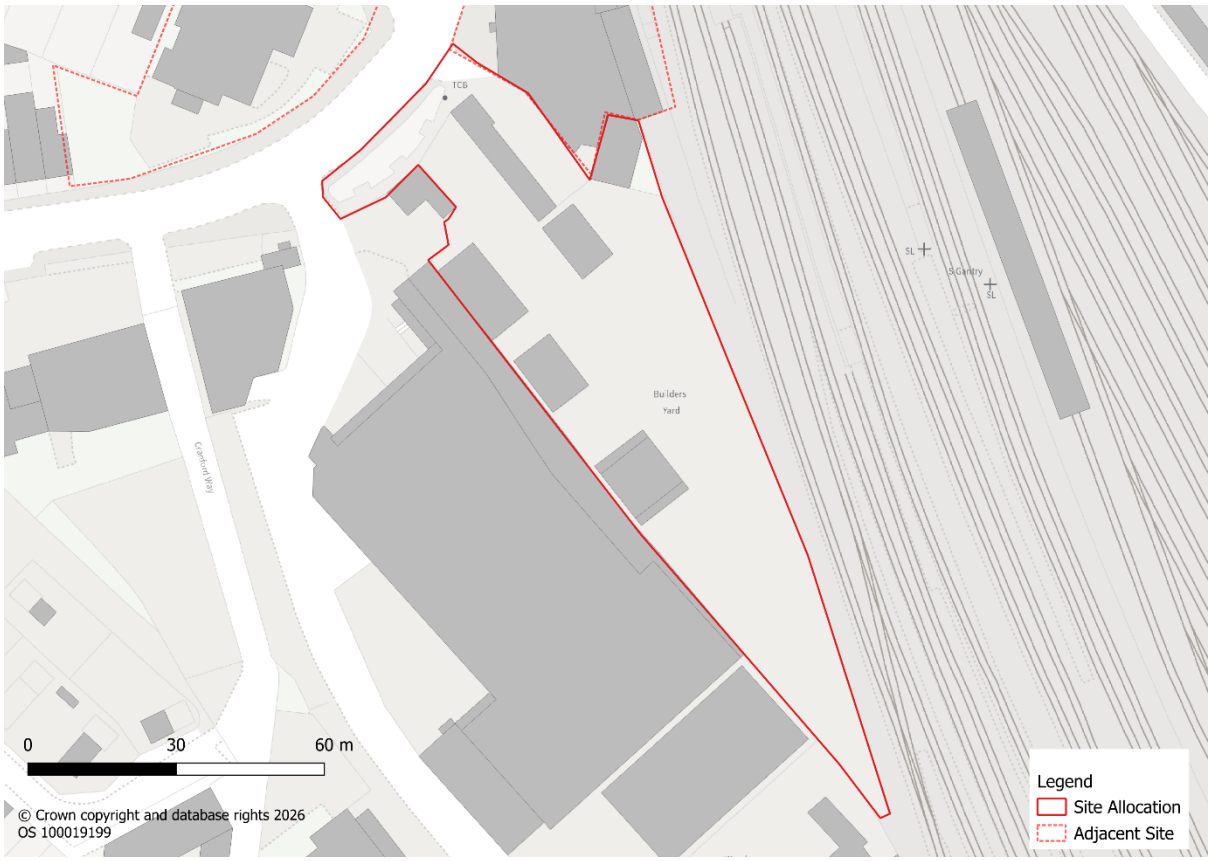
Enhancements will be supported to the station entrance to improve capacity and access

P. Environment and Sustainability

A significant tree lies within the grounds of 5 Tottenham Lane and is subject to a TPO. This tree must be retained.

The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

HY SA08: The Lotus Site



Tables and Figures 241. Xxx

Site Information	Details
Address	Hornsey Goods Yard, 7-11 Tottenham Lane, N8 9DJ
Area [ha]	0.49
PTAL	2-3
Planning designations and constraints	PFA Enhance Area Locally Significant Industrial Site (LSIS) Locally Listed Buildings Adjacent to Designated Open Space Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Partially within a Critical Drainage Area
Relevant permissions	None
Indicative capacities	1950 sqm (gross) storage and distribution plus new residential uses on upper floors
Phasing	2028-2032
Ownership	Private

Tables and Figures 242. Xxx

A. Proposal

The Council will support co-location of employment and residential uses on this site provided that a net increase in employment floorspace is delivered with priority given to storage and distribution uses and provided that the introduction and integration of residential uses does not inhibit the employment uses re-provided on the site or compromise the effective and continued operations of businesses in the wider Cranford Way Locally Significant Industrial Site having regard to the Agent of Change principle.

JJ. Masterplanning, engagement and delivery

Development proposals must be supported by a masterplan, prepared in accordance with Policy D8 Spatial Frameworks and Masterplans.

Engagement is required with other landowners/operators in the Cranford Way Locally Significant Industrial Site to ensure their operations are not impacted by new uses

Liaison with Network Rail will be required due to the station and railway next to the site.

KK. Land uses and activities

Existing land uses: storage and distribution

Acceptable land uses: industrial, office/workspace, residential, community

Development must deliver a net increase in employment floorspace with priority given to storage and distribution uses in accordance with evidenced local needs in the Haringey Employment Land Study (2026).

Residential uses are acceptable on upper floors but must not inhibit the employment uses re-provided on the site or compromise the effective and continued operations of businesses in the wider Cranford Way Locally Significant Industrial Site having regard to the Agent of Change principle.

Purpose Built Student Accommodation may be appropriate on the site as an alternative to conventional residential if it can be demonstrated this use is more appropriate for co-location with proposed employment uses having regard to the design requirements of both uses.

LL. Built form, character and heritage

- The locally listed former Lotus factory should be retained and enhanced and future active use secured with preference for community uses
- Mid-rise buildings are appropriate on the site. Taller parts of the scheme should be located adjacent to the railway line

MM. Movement and Public Realm

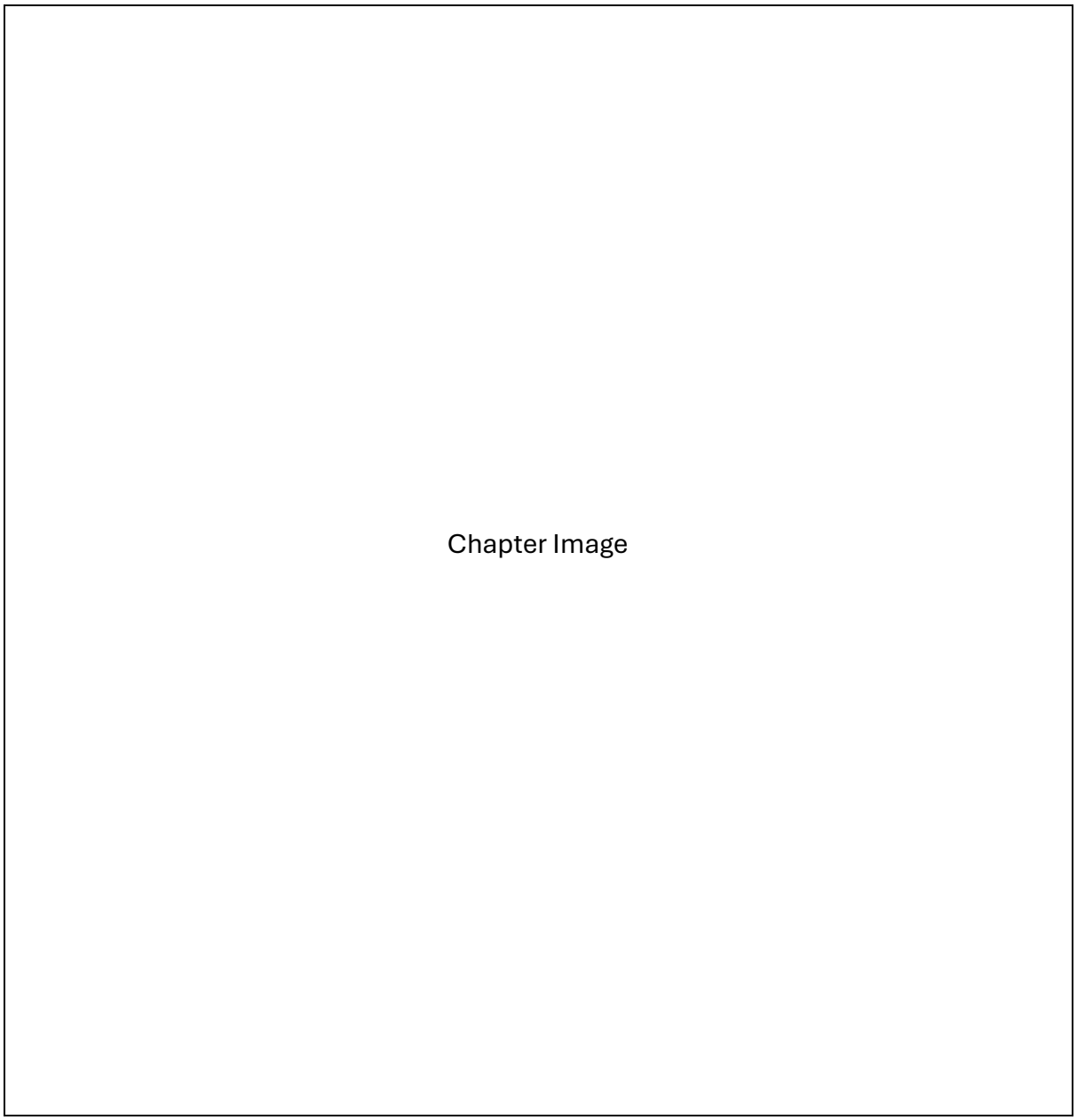
- Separate, clearly defined vehicular access arrangements should be made for employment and residential uses
- Safe, attractive access should be provided into the site for pedestrians and cyclists
- An improved public realm should be delivered around the site and along Tottenham Lane to enhance the quality of the overall environment
- There should be a safe and convenient servicing for all uses

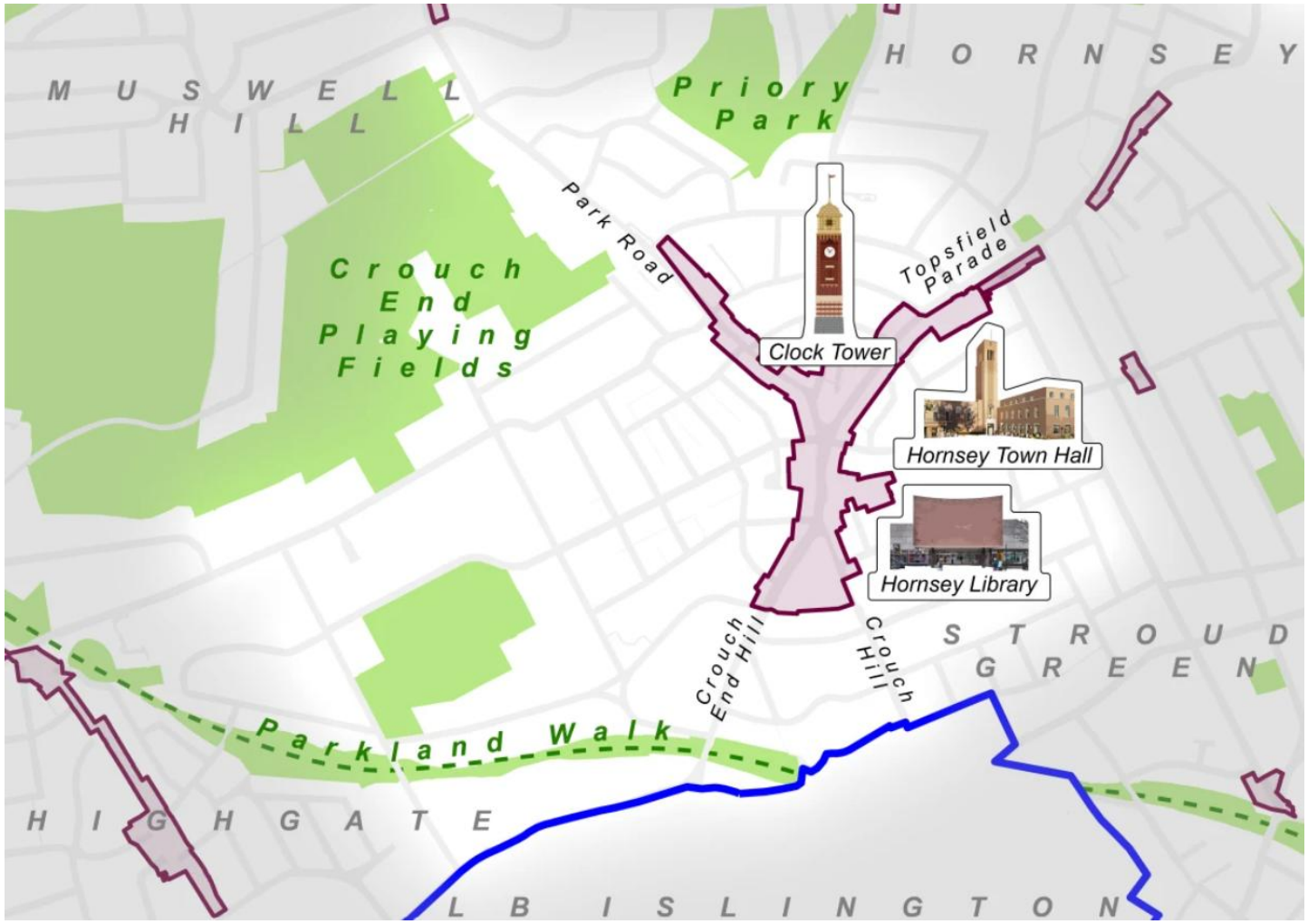
NN. Environment and Sustainability

- The scheme should deliver significant greening and environmental gain having regard to the low level of existing green infrastructure on the site.
- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.

CHAPTER 14: CROUCH END NEIGHBOURHOOD

1.454





Tables and Figures 243. XXX Neighbourhood Map

Neighbourhood Context

Location

1.455 Situated in the west of Haringey, Crouch End is a distinct neighbourhood sited between Highgate, Muswell Hill, Hornsey, and Stroud Green. It lies within a valley encircled by steep hills, sometimes referred to as the 'northern heights'. The neighbourhood is bounded to the south by the borough of Islington.

History

1.456 Crouch End's earliest settlements formed around the convergence of old medieval trading routes. Today, these old medieval roads remain at the heart of the neighbourhood, forming a north-south spine of high streets which together form Crouch End District Centre (Tottenham Lane, Crouch Hill, Crouch End Hill and Park Road).

1.457 Originally part of the Bishop of London's estate, Crouch End remained predominantly rural until the late 19th century when industrialisation drove rapid urbanisation of the neighbourhood.

1.458 The arrival of the railways in the late 1860s heralded the arrival of new development aimed at the burgeoning middle classes who could then easily commute into the city. New tree-lined streets such as Elder Avenue were laid out, replacing the old country estates. This network of streets still characterises the area today and includes Crouch End's principal shopping parades: the Broadway Parade, Topsfield Parade and other smaller terraces of shops with houses above.

1.459 In the past 25 years, the availability of large, characterful Victorian homes in a leafy 'urban village' environment has attracted many young families from inner London.

Economy & Town Centres

1.460 At the heart of the neighbourhood is Crouch End District Centre which converges at The Broadway, home to a richly detailed Edwardian shopping parade and a distinctive Clock Tower. The centre is renowned for its café culture, restaurants and independent shops which are a defining characteristic of the overall neighbourhood. However, over the past decade there has been a decline in the retail offer meaning that the centre is less able to serve local people's day-to-day needs .The town centre would benefit from public realm improvements such as pavement widening and street trees to support on-street eating and drinking and improve the pedestrian experience, making it a more appealing place to dwell and leading to better trade and retention rates for local businesses.

Connectivity

1.461 Crouch End is linked to nearby town centres via the A103 and A120. The neighbourhood does not have an underground station and therefore residents rely on buses as the primary mode of public transport.

1.462 Crouch End experiences a lot of through-traffic and linked congestion and air pollution have a negative impact on the area.

Landmarks, culture and heritage

1.463 Crouch End contains a host of landmarks from the clock tower on The Broadway, to Hornsey Library and the Grade II* listed Hornsey Town Hall which has recently been restored as part of a landmark development that also includes an arts, culture and community centre and hotel, together with an improved public square and a new collection of apartments.

1.464 Crouch End has long been associated with the creative arts and was the location of the acclaimed Hornsey School of Art in the 1880s, with the area home to many musicians and studios. Cultural life is represented today by in its galleries, independent theatres such as The ArtHouse, and live music venues and is sustained by the annual Crouch End Open Studios and the Crouch End Festival, as well as by events held at Hornsey Vale Community Centre, Hornsey Library and the Crouch End Picturehouse.

Green and Blue Infrastructure

1.465 While the west of the borough benefits from many large open spaces, none of these are within Crouch End neighbourhood itself. At the fringes of the neighbourhood are Crouch End playing fields which adjoins Highgate Wood to the north-west, and the Parkland Walk skirting the southern boundary of the neighbourhood to the south. Green space is also lacking within Crouch End District Centre. The neighbourhood has a leafy character but it is important that future development provides additional biodiverse greening and trees.

Crouch End Vision

Crouch End in 2043 will have enhanced its identity as a thriving neighbourhood with a unique character, creativity and community spirit.

New development will have been shaped by local communities, businesses and cultural stakeholders, including the Crouch End Neighbourhood Forum.

Crouch End District Centre will have been enhanced as a place where everyone can belong, connect and thrive and enjoy all that it offers.

The cultural uses centred around Hornsey Town Hall, Park Chapel and the Crouch End arts cinema will have been protected and promoted as a hub for cultural production, performance, creative enterprise and community arts.

Traditional shop fronts will have been restored along the Broadway, and new development in the town centre will provide continuous high-quality active frontages, further supporting the vibrancy and character of the centre while conserving and enhancing the significance of the Crouch End Conservation Area.

A network of high-quality public realm will have been delivered in the neighbourhood that creates greener, safer and more accessible streets and public spaces. This will have included:

Improved walking and cycling connections, including provision of a new cycle route through the District Centre

- Pocket parks, street greening and sustainable urban drainage to enhance biodiversity and climate resilience.
- Reimagining of existing public spaces, including the Broadway, the Clock Tower Square and a new public space delivered on the former telephone exchange site as inclusive places for gathering, performance and play.
- Maximisation of meanwhile use opportunities to support the creative community and activate unused and underutilised spaces.

Policy CEN1: Crouch End Neighbourhood

A. The Council will support development proposals which contribute to the Crouch End Vision.

B. The neighbourhood will deliver at least 250 new homes (net) over the plan period and an uplift in jobs, with development prioritised within the following Placemaking Focus Areas:

Enhance
Crouch End Town Centre
Park Road

Tables and Figures 244. xxxxxxxx

C. Crouch End's rich built heritage should be conserved, enhanced and celebrated. To achieve this, proposals should:

D. conserve and enhance the established positive character of its historic streets;

E. restore, enhance and unify traditional shop fronts along Broadway Parade, Topsfield Parade, Tottenham Lane and Park Lane.

F. New developments should enhance the vitality and vibrancy of Crouch End District Centre. To achieve this, proposals should:

G. promote and protect the cultural uses which make it a hub for cultural production, performance, creative enterprise and community arts;

H. provide town centre uses which contribute positively to the character of the Conservation Area, support the local economy and help meet the day-to-day needs of the community;

I. deliver an improved public realm which is greener, safer and more accessible.

J. Ground floor conversions from commercial to residential use in Crouch End District Centre will be resisted.

K. Development proposals should contribute to a greener neighbourhood which is more climate resilient, including through providing street trees, soft landscaping, sustainable urban drainage systems and integrating biodiversity improvements.

L. Development proposals should deliver and contribute to strategic improvements in connectivity for pedestrians and cyclists, where appropriate. These include:

M. safer pedestrian and cyclist movement through the District Centre;

N. continuous and direct walking routes connecting the neighbourhood's cultural and other assets, including through creating a new pedestrian access between Crouch Hill and Crouch End Hill as part of the redevelopment of the former telephone exchange site; and

O. interventions to improve the pedestrian experience and support on-street eating and dining.

Supporting Text

Placemaking strategy

1.467 Crouch End's communities have a strong desire to create a more connected and pedestrian-friendly town centre to support the needs of local businesses and the local creative community. Crouch End has fewer public green spaces than neighbouring areas in the west of Haringey, therefore greening the town centre to support climate resilience is a strategic priority for the neighbourhood.

Built heritage

1.468 Crouch End's built heritage is shaped by its unique location and fine examples of late-Victorian/early Edwardian architecture. The conservation of historic road layouts together with a high standard of materials and craftsmanship has resulted in an architecturally rich neighbourhood, characterised by suburban terraced homes and shopping parades with an unusually strong degree of historic continuity.

1.469 The area's distinctive townscape is also influenced by Crouch End's unique local topography. The neighbourhood sits within a shallow bowl between two opposing ridges of high ground. Long streets follow the contour lines of the land and these contrast with streets running straight down the hill, producing a varied street scene combined, in some locations, with longer distance views which all contribute to a sense of place and enjoyment of the public realm.

Crouch End District Centre

1.470 Crouch End District Centre is a successful town centre renowned for its café culture, restaurants and independent shops. The cultural uses in the centre contribute to making Crouch End a vibrant and distinctive community with a strong cultural identity, independent spirit and a thriving creative economy. It is important that the area's existing cultural assets are supported, protected and enhanced, while encouraging the future development of new cultural infrastructure, creative industries and opportunities for community participation in the arts.

1.471 Culture will play a key role in supporting inclusive economic growth, local identity and community wellbeing in Crouch End. Key cultural assets in Crouch End include:

1.472 Hornsey Town Hall Arts Centre: A grade II* listed building accommodating performance spaces, creative studios, co-working facilities and a boutique hotel.

1.473 Hornsey Library

1.474 ArtHouse Cinema: An independent cinema and cultural venue offering screenings, live events and a platform for local artists and filmmakers. The venue also supports local community groups in its café and by allowing use of their meeting rooms.

1.475 Kings Head Pub: One of London's oldest comedy venues, known for supporting emerging and established comedic talent.

1.476 Crouch End Festival: A popular annual event celebrating local arts, music, theatre and food, drawing visitors from across London and beyond.

1.477 Local creative workspaces and studios: Crouch End is home to a concentration of independent artists, designers and creative practitioners, supported by local studios and shared workspaces including at Hornsey Town Hall.

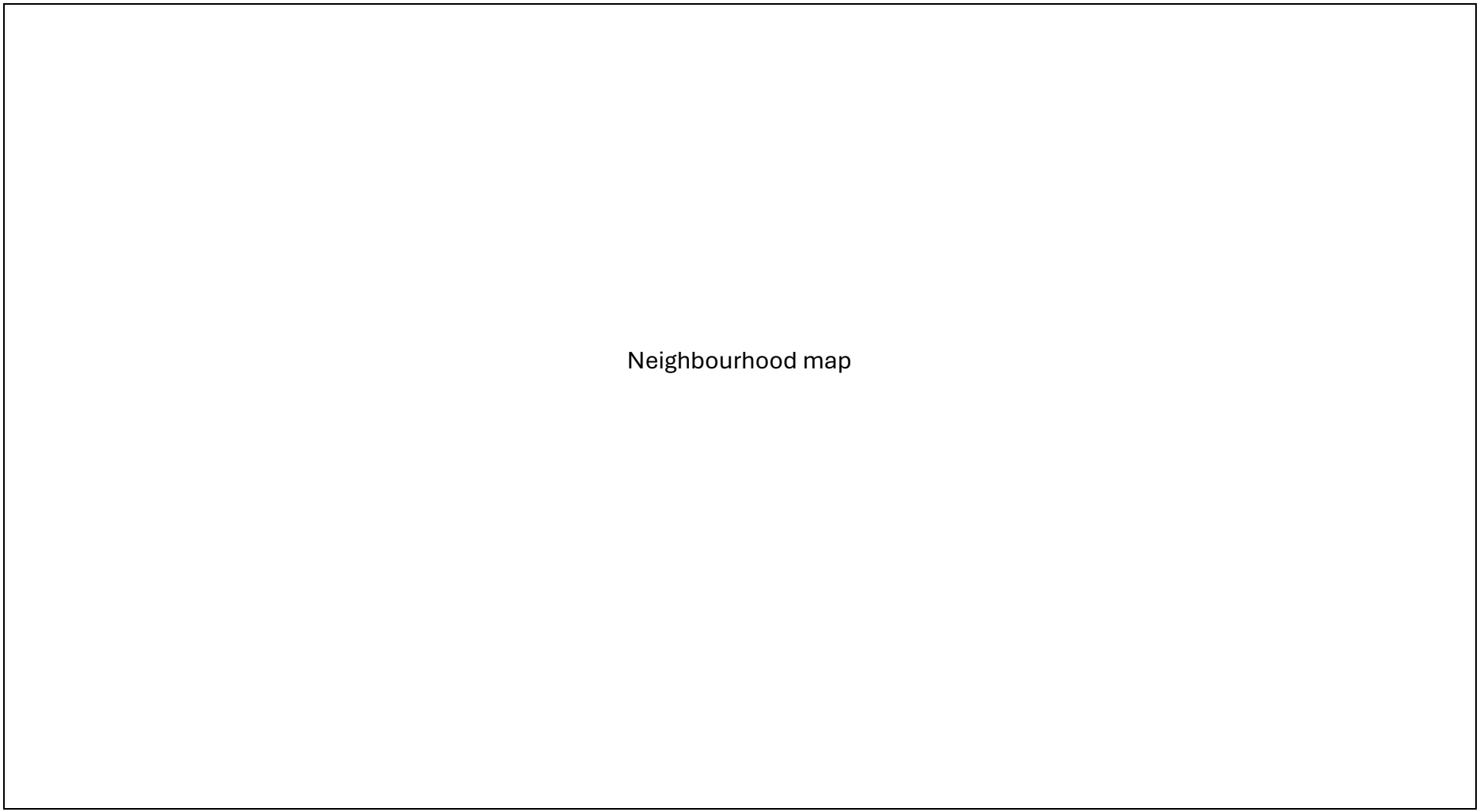
1.478 Music heritage: The area has strong connections to music production and performance, with links to notable musicians, recording studios at the Church Studios on Crouch Hill, and a thriving grass roots music scene.

1.479 Development with the District Centre provides an opportunity to further strengthen its offer, attractiveness and appeal. New town centre uses should contribute positively to the character of the Conservation Area, support the local economy and help meet the day-to-day needs of the community. Commercial uses in the town centre are an important source of local employment and they also contribute positively to the character of the Crouch End Conservation Area. As such, proposals to convert commercial premises in the town centre into residential use will typically be resisted.

Public realm, greening and connectivity

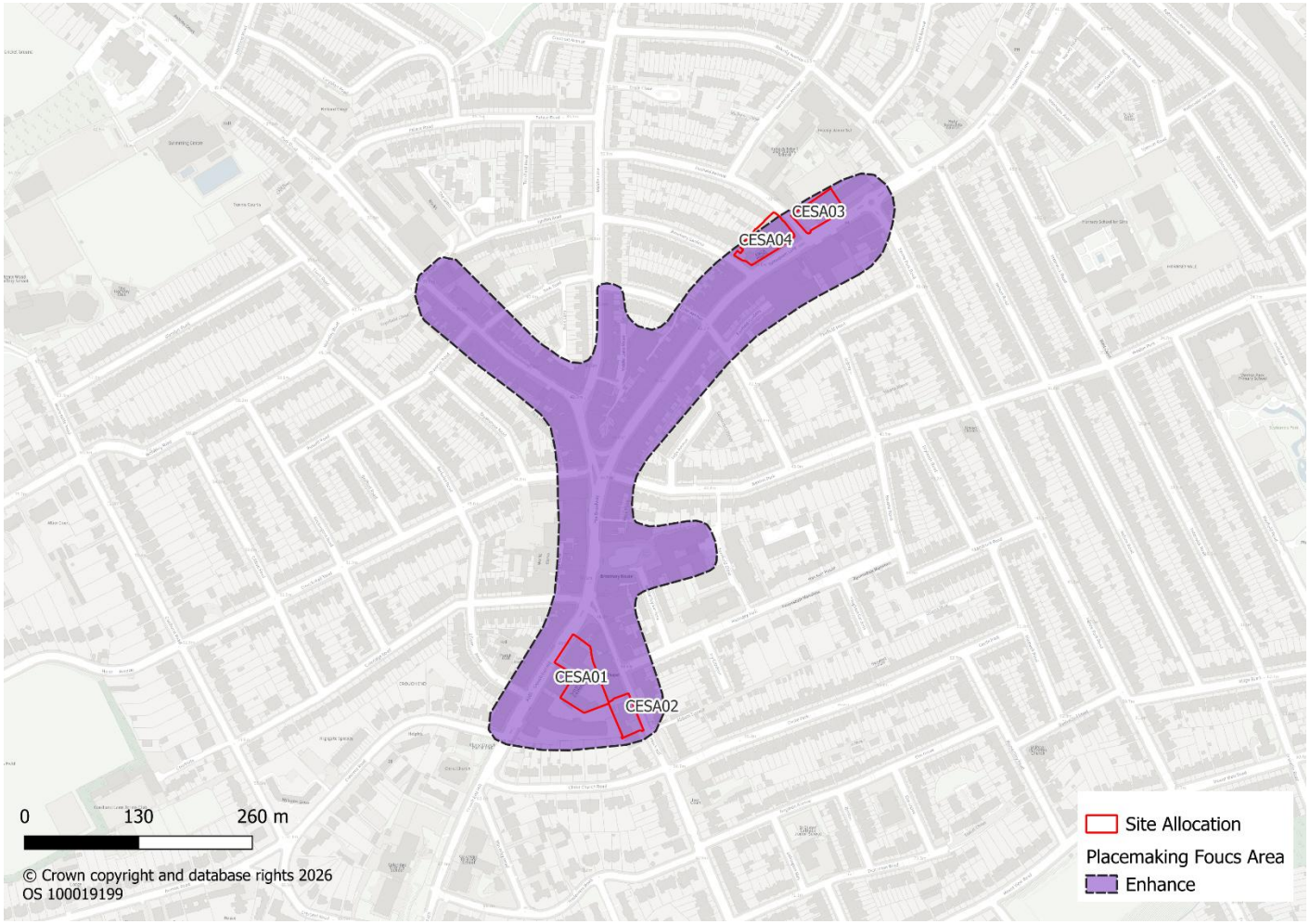
1.480 There is also a need for development to contribute to a local environment which is greener, safer and more accessible and connected. The neighbourhood and town centre is car-dominated and improvements are needed to make walking, cycling and wheeling a first choice for all. The neighbourhood is lacking in publicly accessible green space and, like many urban neighbourhoods, it faces increasing risks from the impacts of extreme weather events caused by climate change. Opportunities to integrate nature-based solutions including tree planting, soft landscaping, sustainable drainage systems will be prioritised along key routes including the Broadway, Tottenham Lane and Crouch Hill. New and enhanced public space should also maximise opportunities to integrate biodiversity and climate resilience measures, providing comfortable, healthy and attractive places to be outside during hot weather.

Placemaking Strategies + Site Allocations



Tables and Figures 245. Map of Placemaking Focus Areas in XXXXXX

CE PFA1: Crouch End Town Centre



Tables and Figures 246. Map of Placemaking Focus Area XXXXX

Strategy

1.482 Crouch End town centre will be enhanced through creating a greener, inclusive and connected public realm, supporting climate resilience and prioritising people over vehicles. Key cultural assets will be better supported by a pedestrian-friendly public realm with new infrastructure that supports an expanded programme of cultural events in the neighbourhood, strengthening Crouch End's identity as a place to belong, connect and thrive.

1.483 A conservation-led placemaking approach will be taken, conserving and enhancing the character of the Conservation Area and improving access to and enjoyment of historic landmarks, community assets and heritage assets including the Crouch End Clock Tower, Park Chapel and Hornsey Town Hall.

1.484 Enhanced community facilities will be provided to support ongoing arts and cultural activities in the neighbourhood, working closely with the Crouch End Neighbourhood Forum, Hornsey Town Hall and other key stakeholders to identify and meet local needs.

1.485 This strategy will be implemented through adherence to Policy CEN1, the site allocations outlined below, and the following initiatives:

1.486 Exploring the opportunity to deliver improved public realm around the Clock Tower and accentuate it as an important local landmark;

1.487 Restoring the unity and character of traditional shop fronts along Tottenham Lane and the Broadway, creating new traditional shop frontages where these have been removed, including at 126-146 and 147-153 Crouch Hill;

1.488 Enhancing the locally listed Park Chapel through the sensitive design of new mixed-use development on the adjacent site allocation, including through the creation of a new public space;

1.489 Enhancing local identity through new public art in collaboration with community stakeholders on the former telephone exchange site;

1.490 Providing continuous active frontages to all new public squares and pedestrian routes, including on the former telephone exchange site;

1.491 Working strategically and collaboratively with key stakeholders, including the Crouch End Neighbourhood Forum and Hornsey Town Hall, to conserve and enhance the character of the Crouch End Conservation Area while ensuring that future planned public space meets the needs of local people, businesses and cultural institutions;

1.492 Taking steps to reduce air pollution. The PFA is within an Air Quality Hotspot.

1.493 Supporting the creation of a designated cycle route through the District Centre, as set out in the Haringey Walking and Cycling Action Plan, to be designed with respect to wider pedestrian and town centre enhancement proposals.

Site Allocations

CE SA01: Crouch End Former Telephone Exchange



Tables and Figures 247. Xxx

Site Information	Details
Address	Crouch End Telephone Exchange, Crouch End Hill, London N8 8DH
Area [ha]	0.3 ha
PTAL	3
Planning designations and constraints	PFA Enhance Area District Centres Partially in an Archaeological Priority Area (APA) - Tier 2 Conservation Area Adjacent to Locally Listed Buildings Critical Drainage Area
Relevant permissions	HGY/2004/0649
Indicative capacities	40 homes (net) 500 sqm (gross) commercial, business & service
Phasing	2033-2037
Ownership	Private

Tables and Figures 248. Xxx

A. Proposal

Redevelopment of former telephone exchange site, providing new traditional shop frontage with town centre uses along Crouch End Hill with residential above and to the rear of the site and new, biodiverse and green public space to the south-east corner of the site with new public access from Crouch End Hill adjacent to The Railway Tavern and along the northern boundary of the adjacent site allocation at 139-143 Crouch Hill, connecting through to Crouch Hill.

P. Masterplanning, engagement and delivery

A masterplan is not required for this site.

Development should demonstrate early engagement with adjacent landowners and building users at 139-143 Crouch Hill, Railway Tavern pub and Park Chapel recording studios (Locally Listed) and with shop owners at 3-5 Crouch End Hill as the new shopping parade will adjoin their existing property.

Servicing and waste collection for new commercial units must be well-considered and coordinated with neighbours.

Q. Land uses and activities

Existing land use: former telephone exchange

Acceptable land uses: residential, town centre, community, culture, workspace

Residential uses should be provided on upper floors only with non-residential uses located at ground floor

R. Built form, character and heritage

Proposals must conerve, and where possible enhance, the character of the Crouch End Conservation Area and its setting.

The site is adjacent to Park Chapel, a Locally Listed Building which is now used as a recording studio together with other community uses. Proposals should enhance the setting of this heritage asset.

The site lies within an Archaeological Priority Area and has potential for significant archaeological finds. Archaeological Assessments will be required.

S. Movement and Public Realm

Proposals should:

provide a new green public space to the south-east corner of the site at the rear of Park Chapel;

create a new pedestrian public access through the site, from Crouch End Hill through to the new green public space at the rear of Park Chapel, connecting through to Crouch Hill along the northern boundary of the adjacent site allocation at 139-143 Crouch Hill; and

provide continuous active frontages with town centre uses along all routes connecting the new public space with Crouch End Hill and Crouch Hill at ground floor.

T. Environment and Sustainability

- Development should incorporate urban greening, sustainable drainage measures and biodiversity enhancements.

CE SA02: 139-143 Crouch Hill



Tables and Figures 249. Xxx

Site Information	Details
Address	139-143 Crouch Hill
Area [ha]	0.11ha
PTAL	3
Planning designations and constraints	PFA Enhance Area District Centre Conservation Area Adjacent to Locally Listed Buildings Critical Drainage Area
Relevant permissions	None
Indicative capacities	10 homes (net) 200 sqm (gross) commercial, business and service
Phasing	2033-2037
Ownership	Private

Tables and Figures 250. Xxx

A. Proposal

Repair street frontage along Crouch Hill by removing vehicular forecourt and providing continuous traditional shop frontage with town centre uses along Crouch Hill at ground floor level with residential above. Create new public access along northern site boundary, providing access to new public space in adjacent site allocation at the former telephone exchange site, to the rear of Park Chapel.

U. Masterplanning, engagement and delivery

A masterplan is not required for this site, however proposals should demonstrate proactive engagement with neighbouring landowners and building users at Park Chapel and landowners at adjacent site allocation CESA01 (former telephone exchange site) to ensure coordination of access to new public space via new pedestrian route at northern boundary.

V. Land uses and activities

Existing land uses: retail, town centre, commercial, car parking, residential

Acceptable land uses: residential, town centre, community, culture, workspace

Residential uses should be provided on upper floors only with non-residential uses located at ground floor

W. Built form, character and heritage

Proposals must conserve, and where possible enhance, the character of the Crouch End Conservation Area and its setting.

The site is adjacent to Park Chapel, a Locally Listed Building . Proposals should enhance the setting of this heritage asset.

X. Movement and public realm

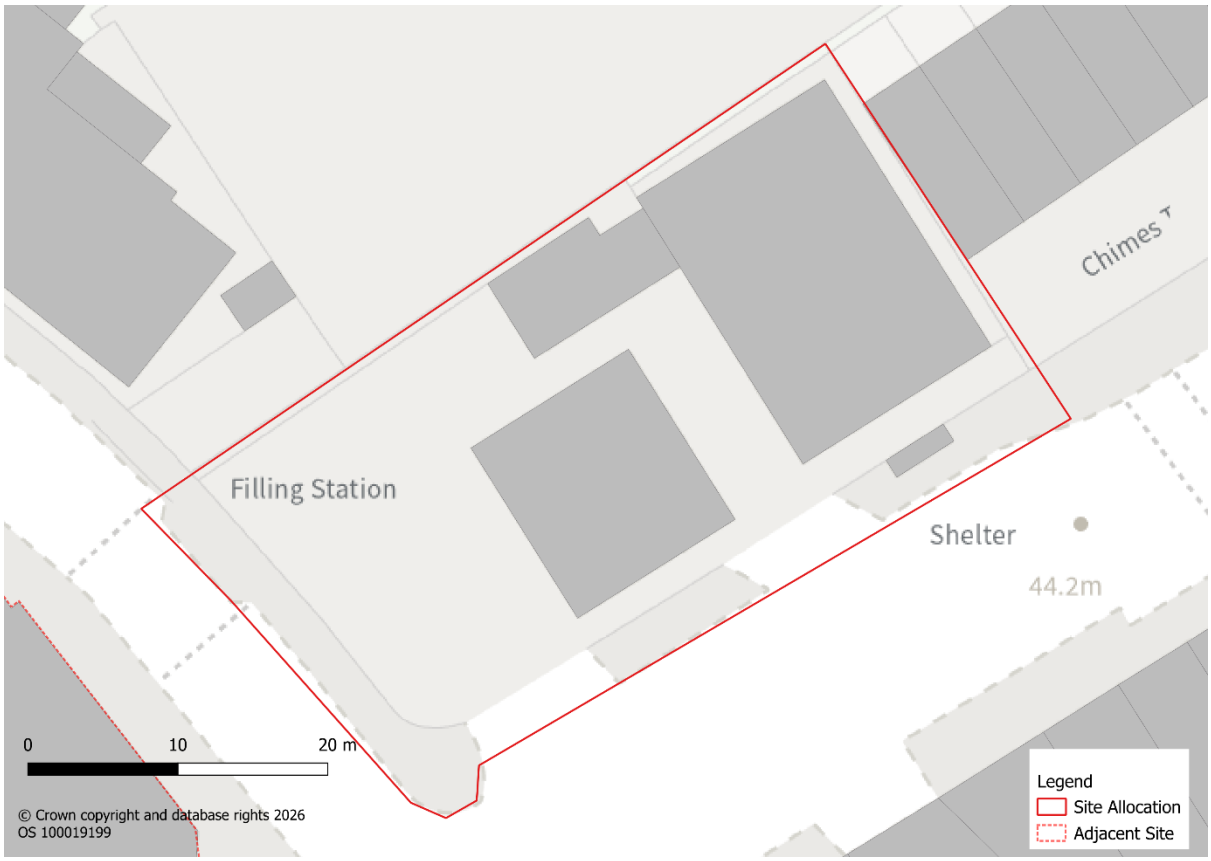
Provide new public pedestrian route along northern site boundary.

Active frontages with town centre uses should run along all routes connecting the new public space with Crouch Hill at ground floor.

Y. Environment and sustainability

Proposals should provide shared green private amenity space for residential development on upper floors, along the western site boundary.

CE SA03: 156 Tottenham Lane



Tables and Figures 251. Xxx

Site Information	Details
Address	156 Tottenham Lane, London N8 8BE
Area [ha]	0.15 ha
PTAL	3
Planning designations and constraints	PFA Enhance Area Partially in a Risk of Surface Water Flooding Area – Medium & High Critical Drainage Area
Relevant permissions	None
Indicative capacities	30 homes (net) 250 sqm (gross) commercial, business and service
Phasing	2038-2042
Ownership	Private

Tables and Figures 252. Xxx

A. Proposal

Redevelopment of petrol station, decontamination of the site and replacement with a mixed-use development with town centre and community/arts uses at ground floor, providing continuous active frontage along Tottenham Lane.

Z. Masterplanning, engagement and delivery

A masterplan is not required for this site, however proposals should demonstrate proactive engagement with neighbouring Rokesly Infant and Nursery School.

AA. Land uses and activities

Existing land use: petrol station

Acceptable land uses: residential on upper floors, town centre, community

BB. Built form, character and heritage

The existing petrol station detracts from the character of Crouch End. Conservation Area and contributes to congestion on the heavily trafficked Tottenham Lane.

Proposals must conserve, and where possible enhance, the character of the Crouch End Conservation Area and its setting.

CC. Movement and public realm

Proposals must contribute to pavement and pedestrian improvement works along Tottenham Lane including renewing pavement damaged by heavy vehicular use associated with the petrol station.

Continuous active frontages should be provided along Tottenham Lane.

DD. Environment and sustainability

Proposals should provide shared private amenity space for residential development on upper floors.

CE SA04: YMCA Crouch End



Tables and Figures 253. Xxx

Site Information	Details
Address	YMCA Crouch End, 184 Tottenham Lane, London N8 8SG
Area [ha]	
PTAL	3
Planning designations and constraints	PFA Enhance Area Adjacent to a District Centre Adjacent to a Conservation Area Adjacent to Listed Buildings – Grade II Critical Drainage Area
Relevant permissions	None
Indicative capacities	174 hostel bedspaces, ancillary community and support facilities
Phasing	2027-2031
Ownership	Private

Tables and Figures 254. Xxx

A. Proposal

Comprehensive redevelopment of the existing YMCA site to provide a modern hostel and supported accommodation facility for young people experiencing homelessness. Development will replace outdated accommodation with improved, fit-for-purpose facilities, including enhanced communal spaces, independent living accommodation, staff facilities and high-quality landscaped amenity space.

EE. Masterplanning, engagement and delivery

A masterplan is not required for this site.

Development proposals should demonstrate that redevelopment represents the optimum approach when compared to retrofit and refurbishment of the existing buildings.

FF. Land uses and activities

Existing land uses: YMCA hostel accommodation, fitness centre

Acceptable land uses: reprovision and enhanced YMCA hostel accommodation

GG. Built form, character and heritage

Development should conserve and enhance the setting of nearby heritage assets, including the Crouch End Conservation Area, the Grade II* Listed Queens Public House and the Grade II Listed Church of Holy Innocents.

The principal frontage on Tottenham Lane should provide a strong architectural presence and active street frontage.

Heights of approximately 4 to 7 storeys are appropriate on this site where delivered with exceptional design quality and where heritage, townscape and amenity impacts are demonstrated to be acceptable.

Building heights should step down appropriately towards neighbouring residential streets and gardens.

Materials and architectural detailing should be of a high quality and reinforce the site's role as a landmark building at the entrance to Crouch End.

HH. Movement and public realm

Development should enhance the public realm on Tottenham Lane, Elmfield Avenue and Rosebery Gardens.

A landscaped courtyard and external amenity space should be provided for residents.

Active frontages should be delivered along Tottenham Lane where suitable.

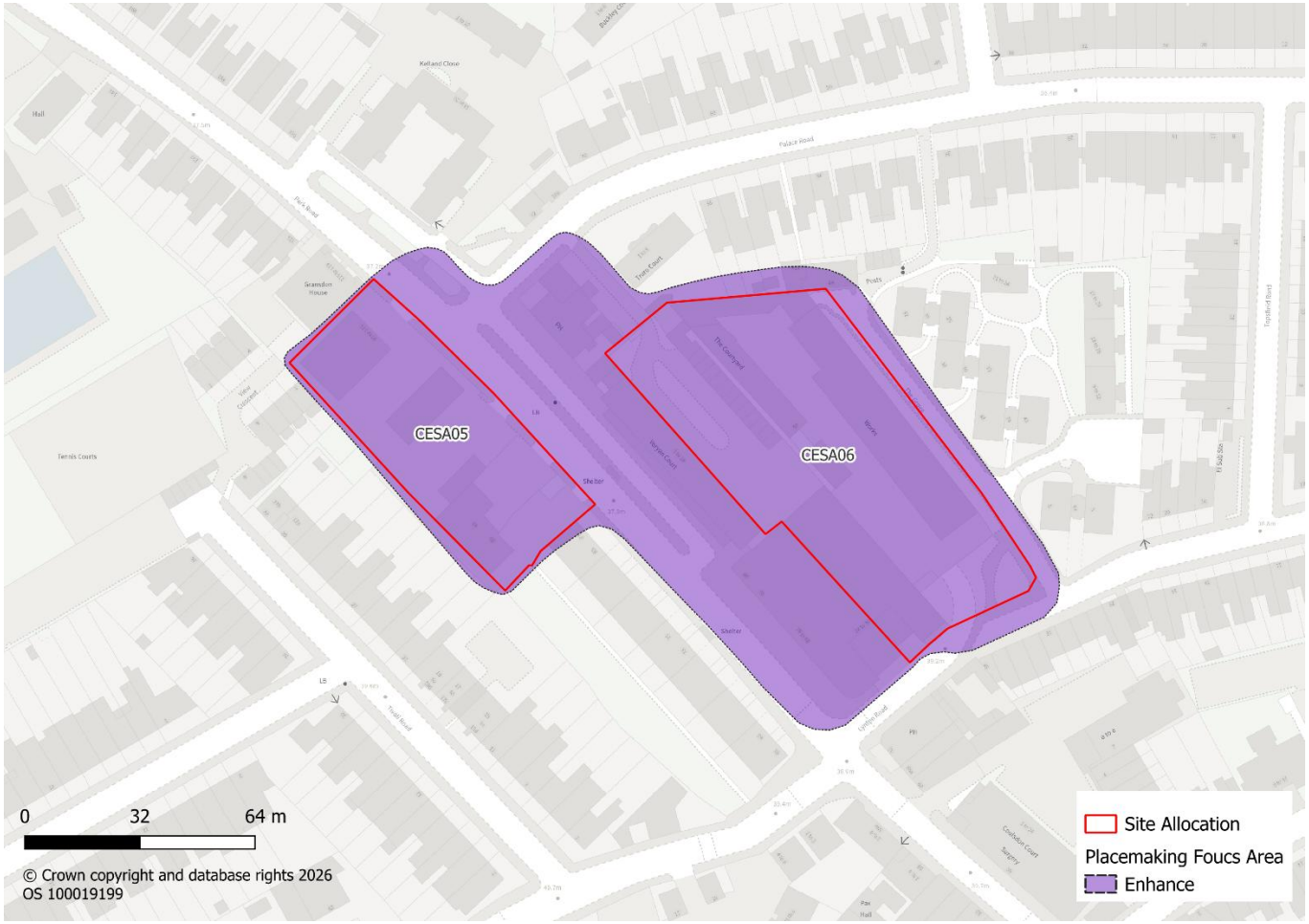
Secure cycle parking should be provided in accordance with London Plan standards and the needs of residents and staff.

II. Environment and sustainability

Whole life carbon impacts should be minimised and clearly justified against retrofit alternatives.

Development should incorporate urban greening, sustainable drainage measures and biodiversity enhancements.

CE PFA2: Park Road



Tables and Figures 255. *Map of Placemaking Focus Area XXXXX*

Strategy

1.521 Park Road will be enhanced to provide climate resilient public realm improvements including new public green space and shared amenity as part of new residential-led mixed use development.

1.522 The residential character of Park Road will be enhanced through repairing the historic street pattern, aligning new building frontages and front gardens with neighbouring properties on the former petrol station site at 93-133 Park Road.

1.523 This placemaking strategy will be implemented through adherence to Policy CEN1, the site allocations outlined below, and the following initiatives:

1.524 Providing improved public realm in front of Veryan Court;

1.525 Creating a new residential-led mixed use development at the Lynton Road depot site;

1.526 Providing new infill residential development at 93-133 Park Road.

Site Allocations

CE SA05: 93-113 Park Road



Tables and Figures 256. Xxx

Site Information	Details
Address	93-113 Park Rd, London N8 8JN
Area [ha]	0.3 ha
PTAL	3-4
Planning designations and constraints	PFA Enhance Area Partially in a Conservation Area Adjacent to Archaeological Priority Area – Tier 2 Partially in a Risk of Surface Water Flooding Area – Medium & High Critical Drainage Area
Relevant permissions	HGY/2015/2699
Indicative capacities	50 homes (net) 200sqm (gross) Commercial, Business and Service
Phasing	2033-2037
Ownership	Public and Private

Tables and Figures 257. Xxx

A. Proposal

Replacement of petrol station and other auto uses with residential development.

JJ. Masterplanning, engagement and delivery

A masterplan is not required but if separate parts of the allocation come forward individually it must be demonstrated the development will not compromise the delivery of the allocation as a whole.

KK. Land uses and activities

Existing land uses: petrol station, car repair garage

Acceptable land uses: residential

LL. Movement and public realm

New residential development should provide front gardens, aligning with the frontages of adjacent housing at 63-87 Park Road and incorporating new street trees to enhance Park Road's character as a green, suburban street.

MM. Built form, character and heritage

The existing uses detract from the character and setting of Crouch End Conservation Area.

Proposals must enhance the character of the Crouch End Conservation Area and its setting.

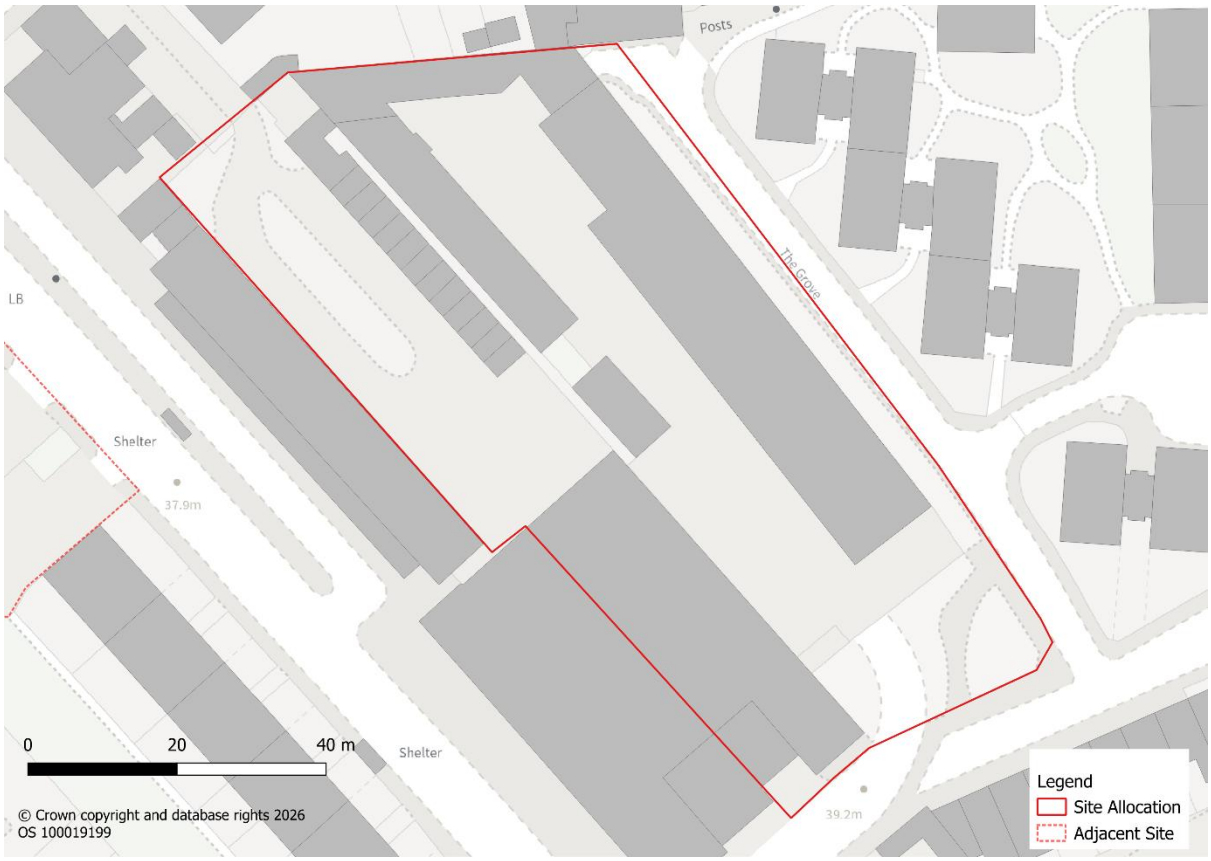
Building heights should respect and be appropriate to the full context of the site and surrounds noting that building heights and design quality are varied on this part of Park Road.

The site lies adjacent to an Archaeological Priority Area and has potential for significant archaeological finds. Archaeological Assessment will be required.

NN. Environment and sustainability

Development should incorporate urban greening, sustainable drainage measures and biodiversity enhancements.

CE SA06: Lynton Road depot & 72-96 Park Road



Tables and Figures 258. Xxx

Site Information	Details
Address	50 Lynton Rd & 72-96 Park Road, London N8 8SL
Area [ha]	0.59ha
PTAL	3-4
Planning designations and constraints	PFA Enhance Area Partially in a District Centre Adjacent to a Conservation Area Partially in Risk of Surface Water Flooding Area – Medium & High Critical Drainage Area
Relevant permissions	N/A
Indicative capacities	90 homes (net) 1,000sqm (gross) Commercial, Business and Service
Phasing	2028-2042
Ownership	Public and Private

Tables and Figures 259. Xxx

A. Proposal

The site is suitable for mixed-use commercial and residential development.

OO. Masterplanning, engagement and delivery

A masterplan is required for this site to be delivered in accordance with policy D8.

PP. Land uses and activities

Existing land uses: offices, industrial

Acceptable land uses: residential, community, office, workspace, light industrial

QQ. Movement and public realm

The green space on the corner of Lynton Road and The Grove provides local amenity and must be retained including the mature stand of trees.

RR. Built form, character and heritage

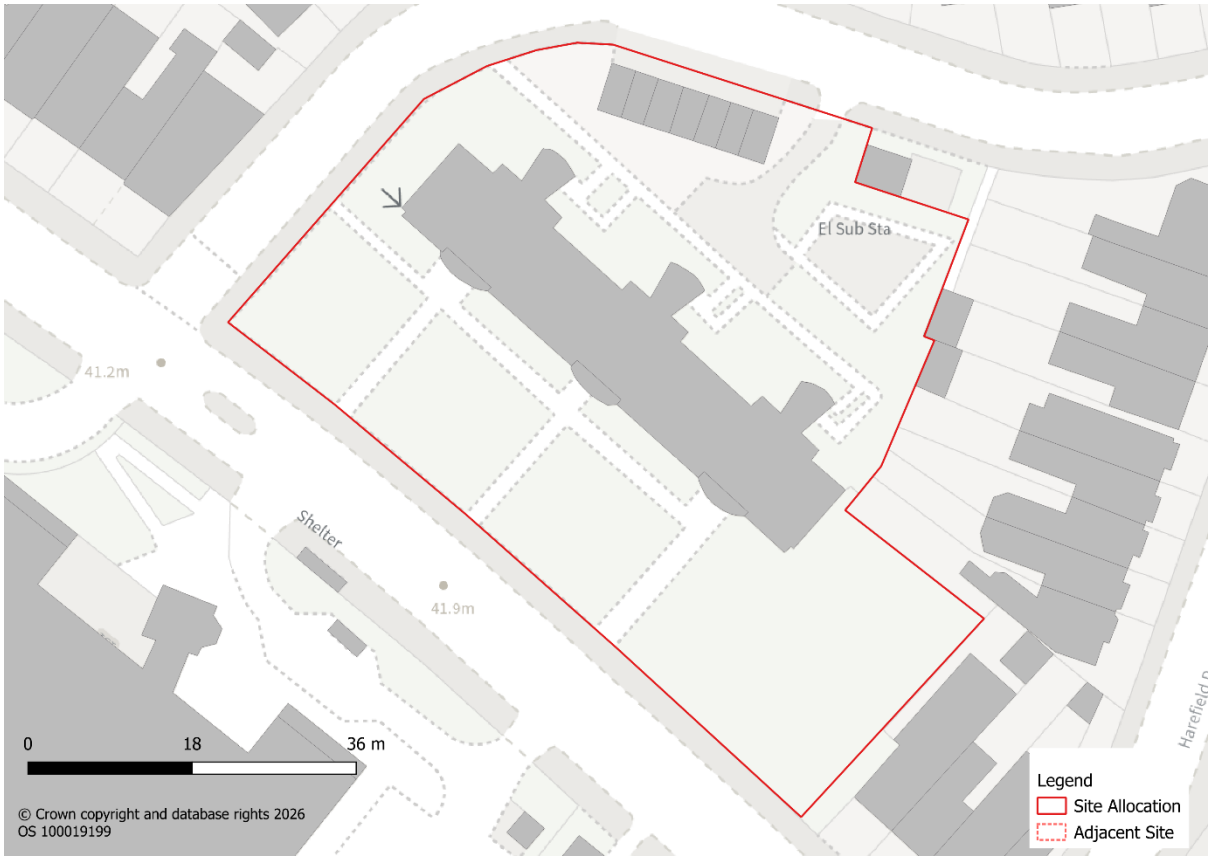
- Height of 3-4 storeys will be acceptable on parts of the site.
- Proposals must enhance the character of the Crouch End Conservation Area and its setting.
- Proposals must provide active frontages along The Grove.

SS. Environment and sustainability

- Proposals should provide private amenity space for residential development on upper floors,
- Development should incorporate urban greening, sustainable drainage measures and biodiversity enhancements.

Other Site Allocations in Crouch End

CE SA07: Ramsey Court



Tables and Figures 260. Xxx

Site Information	Details
Address	Ramsey Court, Park Road, N8 8JU
Area [ha]	0.39 ha
PTAL	3-4
Planning designations and constraints	Critical Drainage Area
Relevant permissions	HGY/2021/3522
Indicative capacities	9 homes (net)
Phasing	2028-2032
Ownership	Public

Tables and Figures 261. Xxx

A. Proposal

Demolition of garages and removal of parking area and erection of houses fronting Barrington Road and apartments fronting onto Park Road and associated external amenity space, cycle and refuse/recycling storage.

TT. Masterplanning, engagement and delivery

A masterplan is not required for this site, however proposals should demonstrate proactive engagement with existing residents of Ramsey Court.

UU. Land uses and activities

Existing land use: garages, parking, amenity land

Acceptable land uses: residential

VV. Built form, character and heritage

Houses fronting Barrington Road should be 2 storeys and apartments fronting Barrington Road should be 3 storeys consistent with the previous planning permission.

WW. Movement and public realm

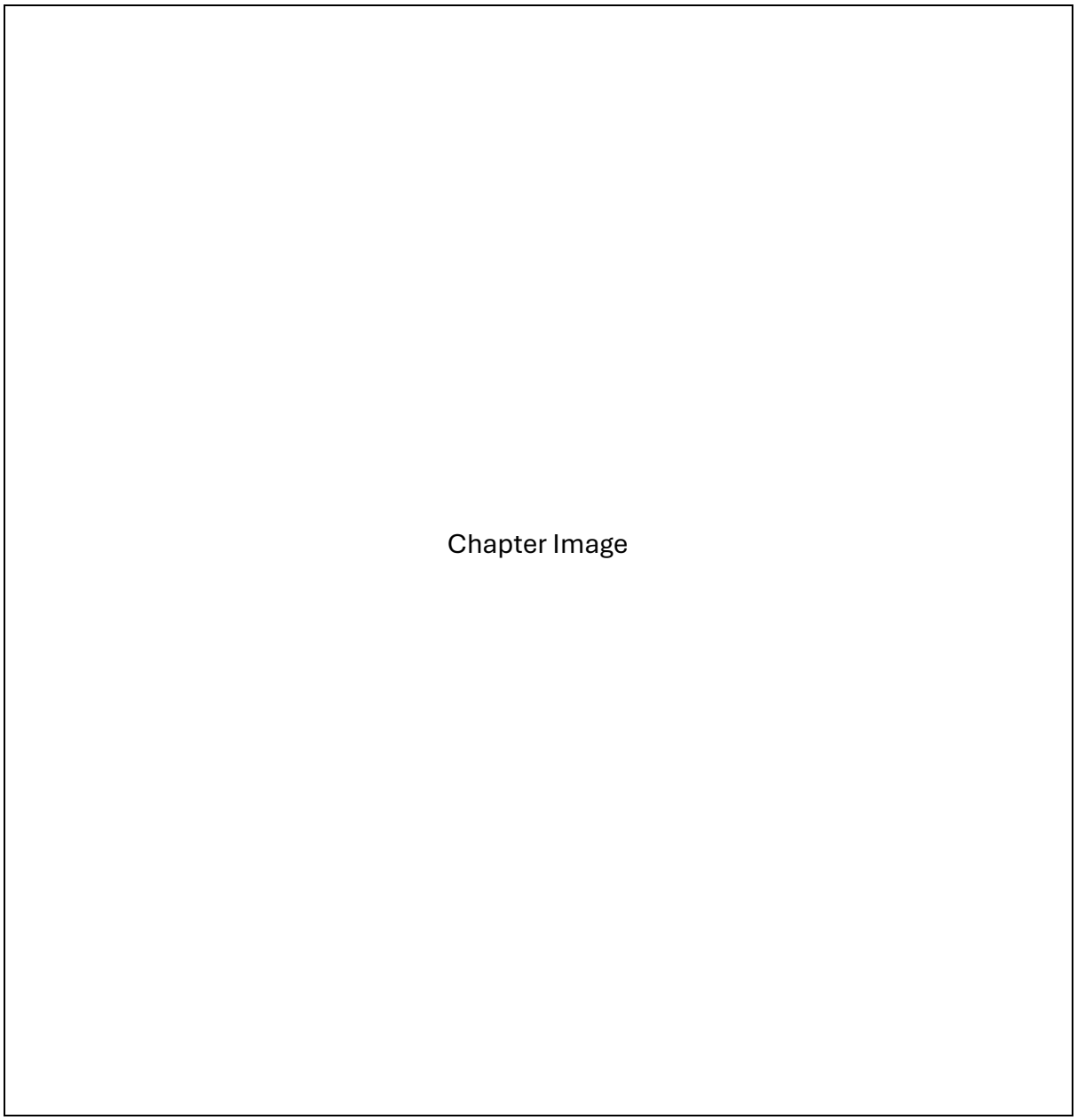
In line with the previous planning permission, proposals must deliver an improved boundary street frontage to Barrington Road, improved boundary treatment to the Park Road frontage and a passing place on Barrington Road for local traffic.

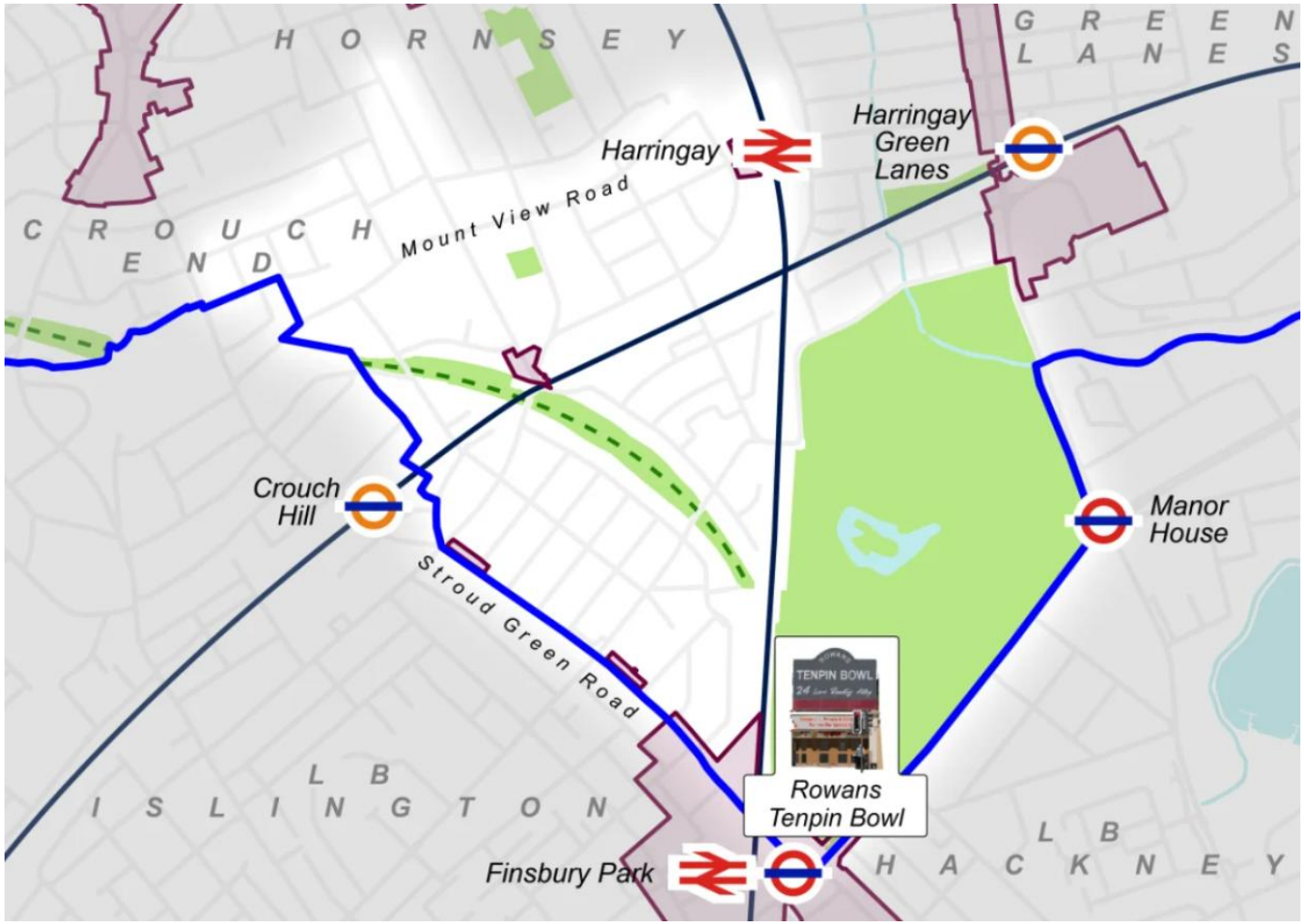
XX. Environment and sustainability

Proposals should include a comprehensive hard and soft landscaping scheme together with replacement tree planting to mitigate the loss of any of trees as well as deliver more plant diversity, sustainable drainage and other biodiversity improvements.

CHAPTER 15: STROUD GREEN NEIGHBOURHOOD

1.532





Tables and Figures 262. XXX Neighbourhood Map

Neighbourhood Context

Location

1.533 Stroud Green is located at the southern-most part of the borough. The neighbourhood includes the borough's flagship park – Finsbury Park - and a triangular area to the west of the East Coast Mainline railway enclosed by Stroud Green Road and the Haringey/Islington border to the south and west and Mount View Road to the north. Stroud Green Road, the main thoroughfare and high street in the neighbourhood, is divided through the middle by the borough boundary with Islington.

History

1.534 Stroud Green was transformed radically by the development of the railways in the second half of the 19th century. Finsbury Park railway station opened in 1861, encouraging residential expansion and, shortly thereafter, the Tottenham & Hampstead Junction Railway opened a line to Kentish Town connecting to Moorgate, with a station at Crouch Hill. A further line then opened running from Finsbury Park to Edgware via Highgate, with branches to Alexandra Palace and High Barnet. The line included a station in Stroud Green itself, at the junction of Ferme Park Road and Stapleton Road, but the line eventually closed in the 1950s. The station platforms and wooden station building have since been demolished but the bridge still exists and forms part of Parkland Walk, while the station master's house now serves as a community centre.

1.535 Stroud Green's special character is derived from its concentrated mix of Victorian terraced housing. Stroud Green Road was the first part of the area to be developed as a centre and the scale of the late-Victorian shopping parades on both sides of the road demonstrates their importance.

1.536 The inter-war period saw limited changes in the neighbourhood other than the redevelopment of a few Victorian houses to make way for blocks of flats (e.g. in Mount View Road). Stroud Green suffered extensive bomb damage in World War II and was the first and largest area of post-war reconstruction undertaken by the former Hornsey Council, largely complete by the mid-1950s. The residential areas of Stroud Green have undergone limited change since this time and in 2003 most of Stroud Green was designated as a Conservation Area.

Town Centres

1.537 The neighbourhood is well served in terms of services and amenities. To the south of the neighbourhood is Finsbury Park Major Centre, which mostly falls within the boroughs of Islington and Hackney. The centre is subject to a Tri-borough Accord between Haringey, Islington and Hackney to make Finsbury Park a place that works for everyone.

1.538 At the heart of the neighbourhood is Stroud Green Road which stretches northwest from the bustling Finsbury Park transport interchange towards Crouch End. Comprising

two separate local centres, it contains a mix of leisure and retail offerings, including independent shops and cafes.

1.539 Convenient transport links and leisure activities such as seasonal events in Finsbury Park, the iconic Rowans bowling alley, and the diverse range of restaurants and bars in the area have attracted investment, with significant transformation in recent years on the Islington side of the borough boundary. This has improved accessibility to Finsbury Park station and provided new public realm with shops and restaurants along Wells Terrace, as well as theatres and independent cinemas that enhance the local leisure and entertainment offer.

Green and Blue Infrastructure

1.540 The neighbourhood is home to Finsbury Park, which is Haringey's flagship park and provides a host of public benefits from open space, biodiversity, sports, leisure, recreation, to culture, family events and festivals. The park has something for everyone to do and includes an athletics track, boating lake, café, toilets, Changing Places toilet for people with limited mobility, disability play, netball courts, an outdoor gym, a picnic area, a playground, a skatepark, splash play, table tennis tables, tennis courts and a zip wire. The park has a very active volunteer group called Friends of Finsbury Park as well as a dedicated Finsbury Park Stakeholder Group. Since it first opened in 1869, public events have taken place at Finsbury Park. In recent years it's seen many international music acts playing to large audiences.

1.541 The neighbourhood is also home to Parkland Walk, the longest Local Nature Reserve in London which follows the route of the former Finsbury Park to Edgware railway, cutting across the Stroud Green neighbourhood and connecting Finsbury Park with Highgate Wood and Alexandra Park.

1.542 Most residential streets have some mature street trees, which in some instances survive from early planting schemes, such as Stapleton Hall, Ferme Park and Mount View Roads.

Connectivity

1.543 The neighbourhood is well connected by public transport with Finsbury Park station interchange providing access to mainline rail as well as the Piccadilly and Victoria underground lines. In addition, the London overground (Suffragette Line) passes through the neighbourhood with a station at Crouch Hill. Stroud Green Road forms the principal thoroughfare in the neighbourhood, with Upper Tollington Park and Stapleton Road providing important east-west routes connecting Green Lanes to Hornsey Road.

Stroud Green Vision

Stroud Green in 2043 will have enhanced its identity as a vibrant neighbourhood with a strong sense of community with well-supported independent businesses that meet the everyday needs of local people of all ages, diverse cultures and financial means, including supporting inclusive leisure and entertainment uses.

Finsbury Park will have been further enhanced as Haringey's flagship park and will continue to provide extensive open space, recreation, biodiversity and cultural benefits for local communities. Enhancements will have been secured via a collaborative approach together with residents and other key stakeholders.

The southern gateway to the neighbourhood will have enhanced with an improved and greened public realm. Rowans will continue to be a valued cultural, leisure and community asset of borough-wide significance.

The bustling Stroud Green Road will have been further strengthened as the heart of the neighbourhood so that it continues to meet the needs and requirements of residents and contributes positively to the character of the Stroud Green Conservation Area. The Council will have collaborated with Islington to ensure that Stroud Green Road is conserved and enhanced in a consistent manner and opportunities will have been taken to conserve and restore traditional shop fronts along shopping parades.

A new public square will be created at Charter Court, drawing pedestrian shoppers along Stroud Green Road from Finsbury Park station to the south. The underpass next to Finsbury Park station will have improved lighting and pedestrian and cycle crossings to improve the safety of this main entrance into the Stroud Green local centre.

Development will have protected and enhanced the verdant character of Stroud Green with mature trees retained to provide amenity and additional greening delivered where there are currently deficiencies.

Policy SGN1: Stroud Green Neighbourhood

A. The Council will support development proposals which contribute to the Stroud Green Vision.

B. The neighbourhood will deliver at least 150 new homes (net) over the plan period and an uplift in jobs, with development prioritised within the following Placemaking Focus Areas:

Enhance
Stroud Green Road South

Tables and Figures 263. xxxxxxxx

C. Stroud Green's historic character should be conserved, enhanced and celebrated. To achieve this, proposals should:

D. restore and unify traditional shop fronts along Stroud Green Road, enhancing historic features to conserve the character of the Conservation Area;

E. conserve and enhance historic buildings which contribute positively to local urban character; and

F. contribute to a well-designed and managed public realm network which enhances the Stroud Green Conservation Area.

G. Proposals should strengthen the role and function of Finsbury Park Major Centre and Stroud Green Road local centres in meeting the needs and requirements of local communities. Rowans will be retained as an as an affordable, inclusive and accessible leisure, cultural and community destination. Opportunities should be taken to improve the environment along Stroud Green Road including incorporating biodiversity improvements and public art and delivery of a new pedestrianised public space at Charter Court.

H. Ground floor conversions from commercial to residential use will be resisted.

I. Development proposals should reinforce Stroud Green's green character and protect and enhance Finsbury Park and Parkland Walk as two of the borough's key open space, recreation and ecological assets.

J. Development proposals should deliver and contribute to strategic improvements in connectivity for pedestrians and cyclists, where appropriate. These include:

K. improved pedestrian and cycle connections to Finsbury Park, the railway station and other key facilities and amenities;

L. **safer and accessible crossings along Stroud Green Road which give greater priority to pedestrians and cyclists; and**

M. **Improved east west links under and over the East Coast Main Line for pedestrians and cyclists.**

Supporting Text

Placemaking strategy

1.544 Stroud Green is a vibrant and diverse neighbourhood with a strong sense of identity and community.

1.545 The neighbourhood placemaking strategy focuses enhancement along the southern part of Stroud Green Road, with opportunities for public realm improvements to support the high street and celebrate local identity.

1.546 Most new homes will be accommodated in accessible and connected areas close to Finsbury Park station.

Built heritage

1.547 Stroud Green has a high concentration of buildings with heritage significance and most of the neighbourhood falls within the Stroud Green Conservation Area. Proposals should take a conservation-led approach to placemaking, respecting the character and context of the area, in accordance with relevant conservation and design policies

Town centres

1.548 Stroud Green is currently well served by centres which provide a multitude of services including retail, community, education and leisure uses that meet the day-to-day requirements of residents, workers and visitors. They also provide places to work and are a vital source of local employment. It is important that this function continues and that such places continue to thrive as much of the neighbourhood's character is defined by small independent businesses and retail premises. Opportunities should be taken to improve the environment along Stroud Green Road including the incorporation of biodiversity improvements and public art and the delivery of improved public realm outside Charter Court. Existing commercial uses contribute positively to the character of the Conservation Area therefore ground floor conversions from commercial to residential use, including through permitted development rights, will be resisted.

1.549 The town centres provide important affordable and inclusive community leisure uses that should be retained. Rowans bowling alley is a local independent business which has long been recognised for its contribution to the vibrancy of Stroud Green, providing an inclusive and affordable leisure destination that attracts a wide range of people of all ages and backgrounds. Youth groups, community groups and disability groups all use the bowling alley as it is an accessible and inclusive place where these groups can feel they belong to a community by taking part in sport together. Rowans is part of a cluster

of local independent leisure venues in the immediate vicinity of Finsbury Park station, located on the 'Islington side' of the borough boundary, including Park Theatre on Clifton Terrace and Finsbury Park Picturehouse cinema on Wells Terrace. .

Green and Blue infrastructure

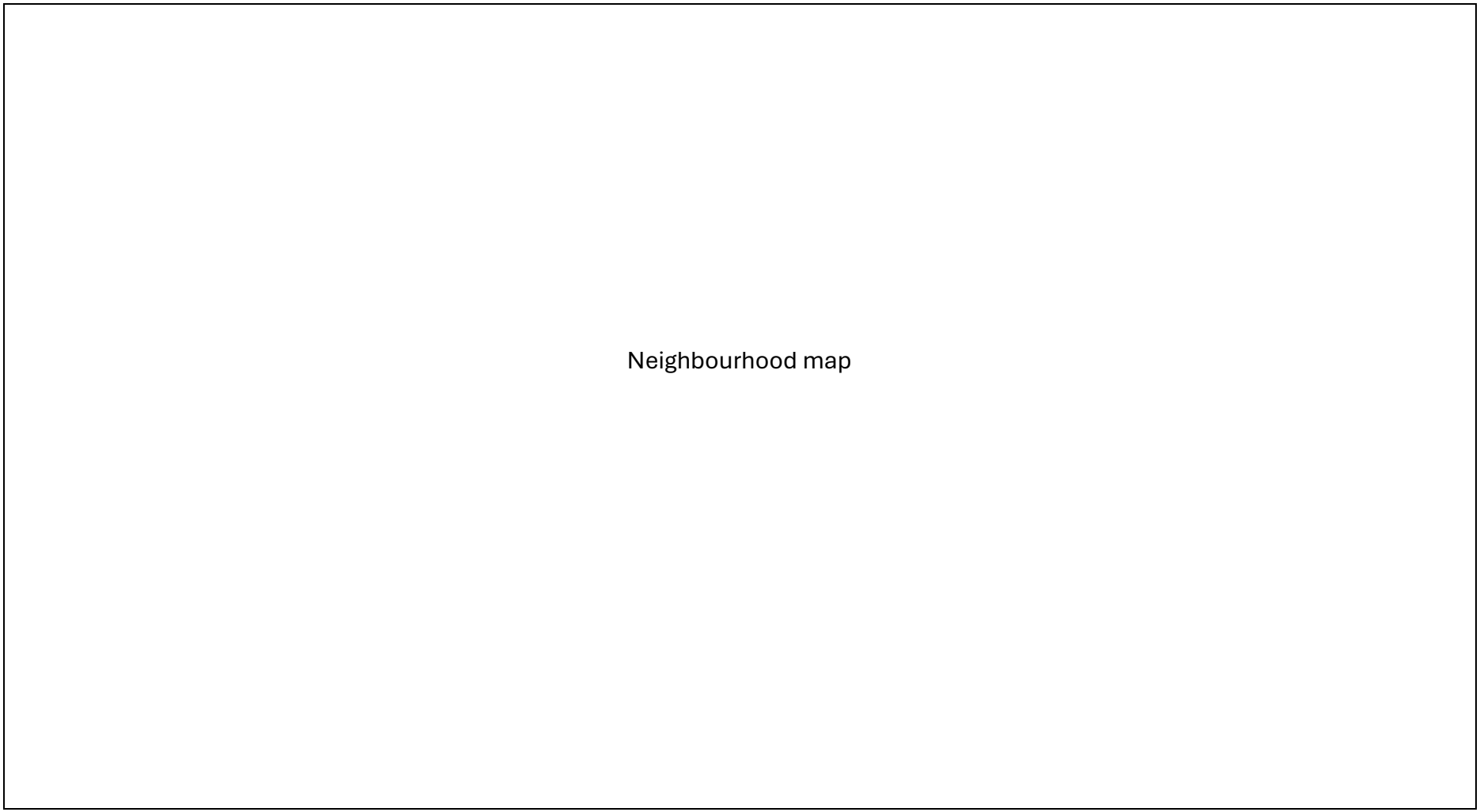
1.550 The neighbourhood is home to Finsbury Park and the Parkland Walk, which are two of Haringey's most well-used and valued natural assets. Finsbury Park is the borough's flagship park providing a wealth of benefits to local communities. There is the opportunity to further enhance these benefits in the future in collaboration with key stakeholders such as Friends of Finsbury Park. Finsbury Park together with Parkland Walk also vital for supporting biodiversity in the borough, a function which needs to be protected and enhanced. Elsewhere smaller pockets of greenery, including mature trees on residential streets and in private gardens, contribute collectively to the neighbourhood's leafy, suburban feel. Proposals should reinforce Stroud Green's green character and protect and enhance its open spaces and ecological assets

1.551 Stroud Green Road itself is heavily trafficked with a lot of hard-surface landscaping. To further enhance the neighbourhood's green character and help reduce the urban heat island effect and improve air quality all new public realm and improvements along Stroud Green Road should incorporate soft landscaping, greenery and street trees, taking opportunities to enhance biodiversity, extend existing local ecological corridors and create new 'green links' and 'pocket parks' wherever possible.

Connectivity

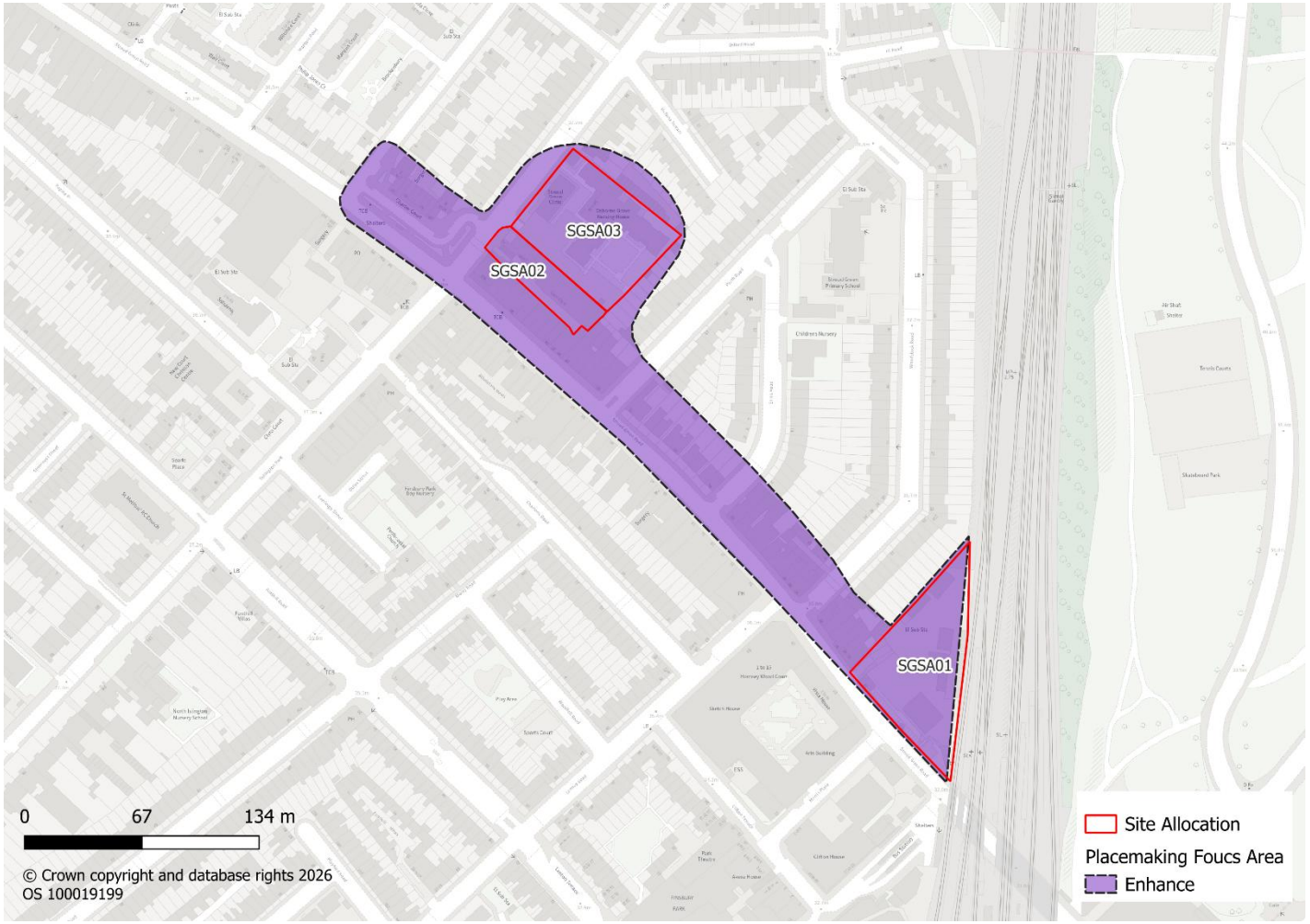
1.552 The neighbourhood benefits from excellent public transport accessibility by rail but there is a need for strategic improvements in connectivity for pedestrians and cyclists, including better crossing options on Stroud Green Road, enhanced links to Finsbury Park itself and the Finsbury Park transport interchange, and improved pedestrian and cycle links under and over the railway line.

Placemaking Strategies + Site Allocations



Tables and Figures 264. Map of Placemaking Focus Areas in XXXXXX

SG PFA1: Stroud Green Road South



Tables and Figures 265. Map of Placemaking Focus Area XXXXX

Strategy

1.554 The characterful and historic Stroud Green Road will be enhanced through improvements to the overall environment and sensitive new development on under-used land next to the railway line.

1.555 Development will provide a natural extension of the Stroud Green Road shopping parade comprising a mix of town centre uses at ground floor with new homes above and behind. The site allocation should contribute to and deliver public realm improvements including to the railway underpass. Improvements should include community-led public art and enhanced street lighting to enhance a sense of place and local identity.

1.556 Stroud Green Road will be unified through the restoration of traditional shop fronts, conserving and enhancing the heritage significance of the neighbourhood and celebrating Stroud Green's distinctive and rich local character.

1.557 Stroud Green Road's walking and cycling environment will be enhanced through the creation of a new green, inclusive and accessible public space at Charter Court. Charter Court will be enhanced to become a welcoming place for residents and shoppers to stop and rest, encouraging more customers to visit the adjacent retail businesses which will be retained as part of redevelopment.

1.558 This strategy will be implemented through adherence to Policy SGN1, the site allocations outlined below, and the following initiatives:

1.559 Enhancing local character by extending the shopping parade along Stroud Green Road up to the railway underpass with traditional shop fronts following the massing, form and architectural details of the historic street pattern;

1.560 Taking a conservation-led approach to placemaking along Stroud Green Road, including through retaining, unifying and restoring traditional shop fronts as part of new mixed-use development at 74-104 Stroud Green Road;

1.561 Enhancing climate resilience through providing street trees, soft landscaping and seating along Stroud Green Road and improving the public realm outside Charter Court;

1.562 Celebrating local identity and sense of place through public art in the new public space at Charter Court, working with local artists and engaging proactively with residents and businesses;

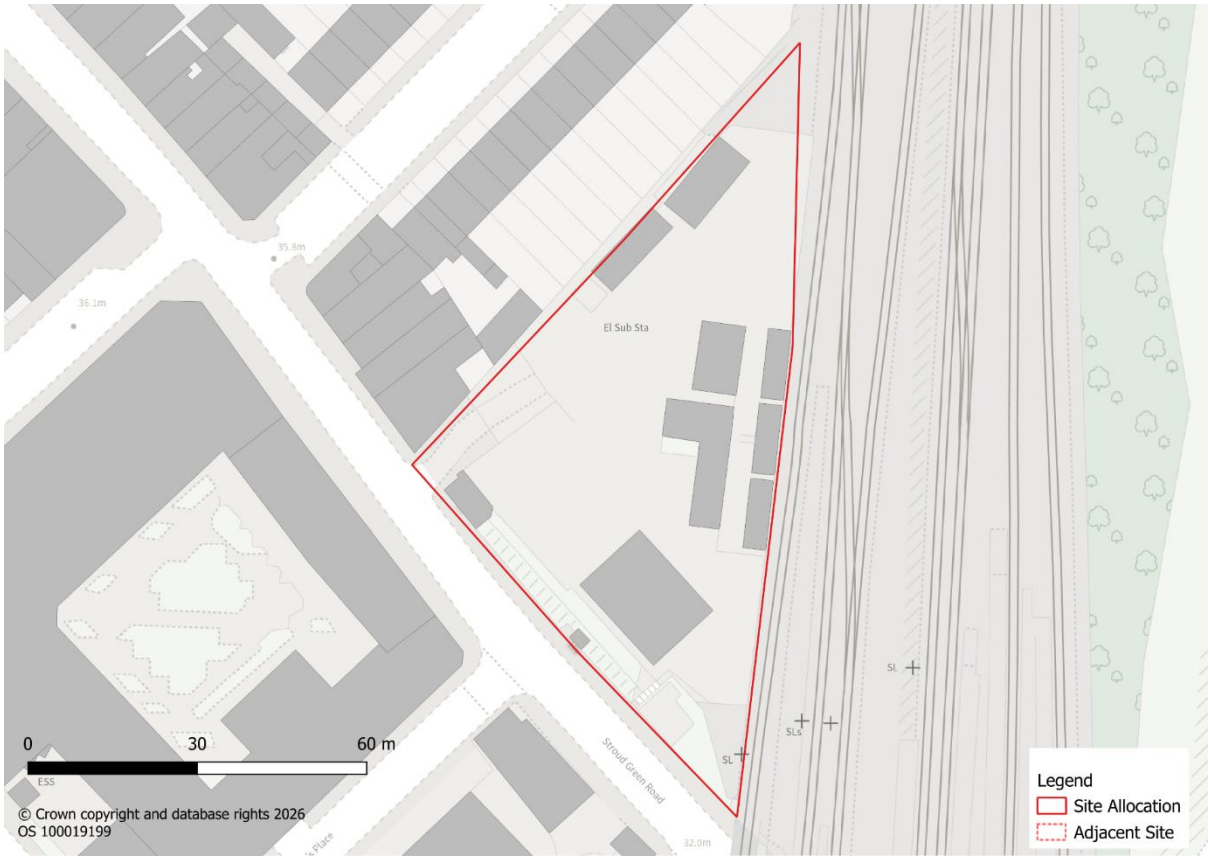
1.563 Improving safety and local character in the railway underpass by providing improved crossings and street lighting and taking a consistent approach to segregated cycle routes;

1.564 Supporting safer walking and cycling through providing improved pedestrian and cycle crossings across Stroud Green Road and new cycle parking at Charter Court

1.565 Working strategically and collaboratively with local stakeholders, including the Finsbury Park and Stroud Green Neighbourhood Forum, local business owners and Islington Council to ensure a consistent and joined-up approach to public realm improvements.

Site Allocations

SG SA01: 18-20 Stroud Green Road



Tables and Figures 266. Xxx

Address	18-20 Stroud Green Rd, Finsbury Park, N4
Ward	Stroud Green
Area [ha]	0.44ha
PTAL	6b
Planning designations and constraints	PFA Enhance Area Major Centres Potentially Suitable for Tall Buildings Adjacent to a Conservation Area Ecological Corridor Adjacent to Site of Importance for Nature Conservation (SINC) - Grade 2 and Metropolitan
Relevant permissions	None
Indicative capacities	114 homes (net), 490sqm (gross) commercial, business and service
Phasing	2033-2037
Ownership	Private

Tables and Figures 267. Xxx

N. Proposal

This site represents an opportunity to deliver new town centre uses within the Finsbury Park Major Centre, alongside new homes through comprehensive redevelopment.

O. Masterplanning, engagement and delivery

Applicants should demonstrate proactive engagement with Network Rail due to the proximity to the railway line. If comprehensive redevelopment is not proposed, a masterplan must be prepared outlining how the remaining land parcels could come forward to meet the objectives of this policy.

P. Land uses and activities

Existing land uses: office, workspace, storage

Acceptable land uses: retail/town centre, residential

Q. Movement and public realm

Proposals should support improvements to local public realm including lighting and paving of the railway underpass, providing a safer and more attractive entrance to Stroud Green Road.

R. Built form, character and heritage

Proposals must conserve, and where possible enhance, the character of the adjacent Stroud Green Conservation Area and its setting

Height will be limited adjacent to the residential properties on Woodstock Road and will need to demonstrate an acceptable relationship with neighbouring residential sites.

Noise pollution from the rail line will need to be adequately mitigated. Residential development will not be suitable directly adjacent to the railway embankment.

Town centre uses will be required at ground floor level on the Stroud Green Road frontage of this site, with residential above and behind.

S. Environment and Sustainability

- Proposals should enhance the ecological corridor running along the eastern boundary of this site and utilise land adjacent to this to provide a biodiverse rich natural environment and amenity space, which could also provide a buffer from the railway line to residential development.

SG SA02: Rear of 84-106 Stroud Green Road



Tables and Figures 268. Xxx

Site Information	Details
Address	2-4 Upper Tollington Park and land rear of 84-106 Stroud Green Road, Finsbury Park, London N4 3EL
Ward	Stroud Green
Area [ha]	0.15ha
PTAL	6a-b
Planning designations and constraints	PFA Enhance Area Adjacent to a Local Centre Adjacent to a Conservation Area
Relevant permissions	None
Indicative capacities	20 homes (net)
Phasing	2033-2037

Tables and Figures 269. Xxx

A. Proposal

This site represents an opportunity to deliver homes to the rear of Stroud Green Road

T. Masterplanning, engagement and delivery

A masterplan is not required for this site.

U. Land uses and activities

Existing land use(s): retail, commercial/business

Acceptable land uses: residential

Site provides an opportunity for infill residential mews together with commercial, business, service uses on frontage of Upper Tollington Park

V. Movement and public realm

Proposals should deliver improvements to the public realm outside the entrance to the site incorporating new paving with street trees.

W. Built form, character and heritage

Proposals must conserve, and where possible enhance, the character of the adjacent Stroud Green Conservation Area and its setting

X. Environment and sustainability

Opportunities should be taken to maximise greening on the site and deliver biodiversity enhancements

SG SA03: Osborne Grove



Tables and Figures 270. Xxx

Site Information	Details
Address	Former Osborne Grove Nursing Home, 16 Upper Tollington Park, Finsbury Park, N4 3SG
Ward	Stroud Green
Area [ha]	0.45ha
PTAL	6a-b
Planning designations and constraints	PFA Enhance Area Partially in a Risk of Surface Water Flooding Area - Medium Adjacent to a Conservation Area
Relevant permissions	None
Indicative capacities	Dependent upon specific user group
Phasing	2033-2037

Tables and Figures 271. Xxx

A. Proposal

This site provides an opportunity, subject to need, to accommodate new or improved housing for older and vulnerable people.

Y. Masterplanning, engagement and delivery

A masterplan is not required for this site.

Z. Land uses and activities

Existing land use(s): meanwhile supported housing

Acceptable land uses: housing for older and vulnerable people

AA. Movement and public realm

Proposals should provide improved private shared amenity for occupants.

BB. Heritage and Character

Proposals should enhance the significance of the adjacent Stroud Green Conservation Area and its setting.

CC. Environment and sustainability

Development should retain and protect the significant existing significant trees on the site.

Other Site Allocations in Stroud Green

SG SA04: 73 Stapleton Hall Road



Tables and Figures 272. Xxx

Site Information	Details
Address	73 Stapleton Hall Rd, Finsbury Park, N4 3QF
Ward	Stroud Green
Area [ha]	0.1ha
PTAL	3-4
Planning designations and constraints	Conservation Area Adjacent to a Designated Open Space Adjacent to an Ecological Corridor Adjacent to a Historic Park Adjacent to a Local Nature Reserve (LNR) Adjacent to Metropolitan Open Land (MOL) Adjacent to a Site of Importance for Nature Conservation (SINC) - Metropolitan Adjacent to Locally Listed Buildings
Relevant permissions	None
Indicative capacities	6 homes (net)
Phasing	2033-2037

Tables and Figures 273. Xxx

A. Proposal

Provide new infill residential development on the petrol station site, extending the residential street frontage along Stapleton Hall Road.

DD. Masterplanning, engagement and delivery

A masterplan is not required for this site.

EE. Land uses and activities

Existing land use: petrol station

Acceptable land uses: residential

FF. Movement and public realm

Proposals should replace/renew the existing damaged pavement and provide an improved pedestrian environment along Stapleton Hall Road.

GG. Built form, character and heritage

Proposals should:

conserve and enhance the significance of the adjacent Stroud Green Conservation Area and its setting

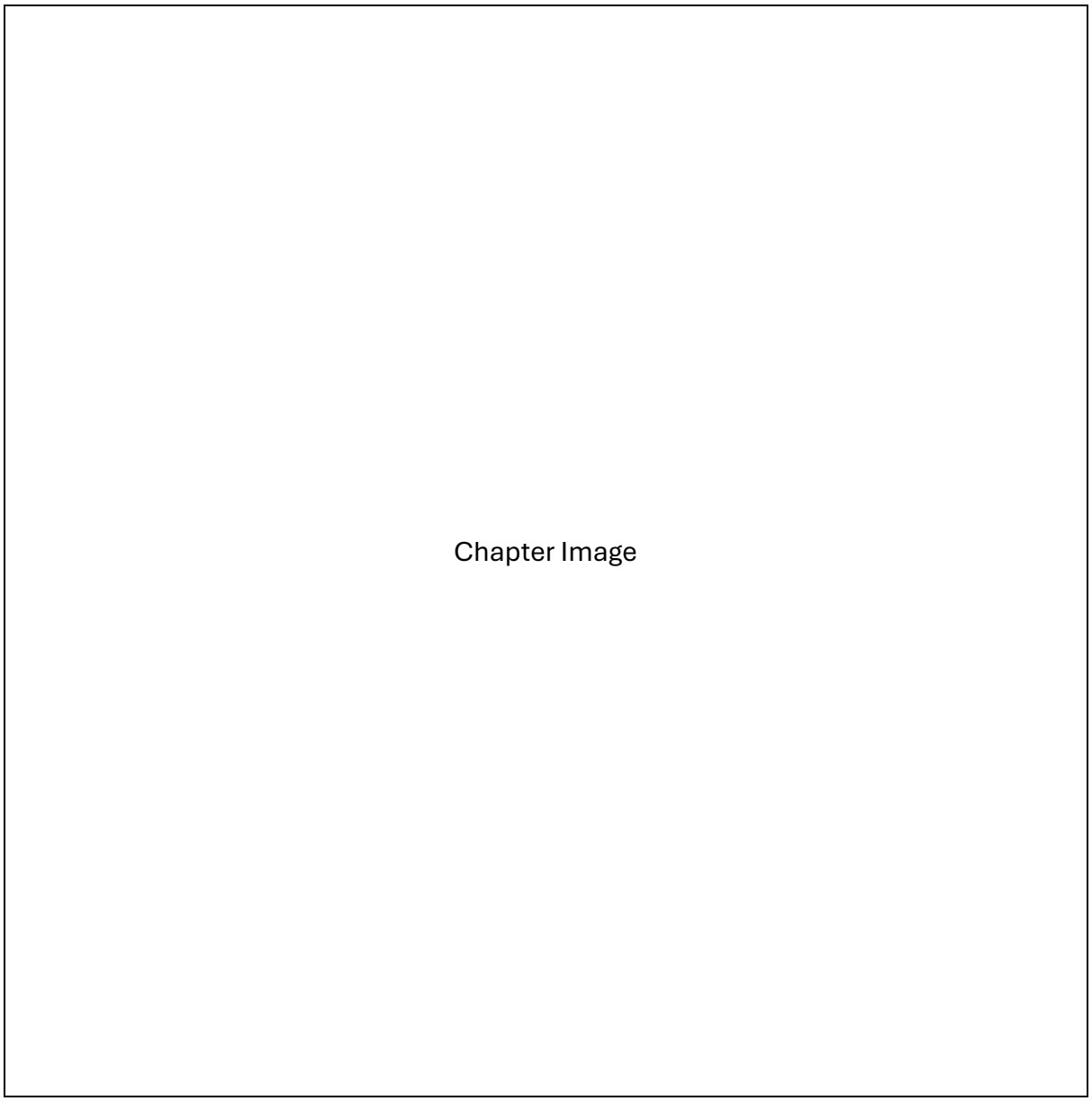
reflect the scale, form and character of the existing street

conserve and enhance neighbouring locally listed building 73A Stapleton Hall Road, which shares the southern boundary of the site allocation

HH. Environment and sustainability

Proposals should protect and enhance the adjacent ecological corridor/Metropolitan SINC

CHAPTER 16: HIGHGATE NEIGHBOURHOOD





Tables and Figures 274. XXX Neighbourhood Map

Neighbourhood Context

Location

2.1 The Highgate neighbourhood is in the south-west of the borough. To the south it is bounded by the London Boroughs of Camden and Islington with Highgate High Street straddling Haringey and Camden - the northern side of the street falls within Haringey while the southern side falls within Camden. Archway Road (the A1), Highgate Woods and Highgate station mark the northern edge of the neighbourhood. The neighbourhood also shares a small portion of the borough boundary with Barnet (north-west of Highgate).

History

2.2 Highgate originated as a hamlet at the south-east of the Bishop of London's deer park, which was part of the ancient Forest of Middlesex. In the 16th century, Highgate became a desirable location for out-of-town residences of wealthy Londoners and by 1800 it had acquired the amenities of a small town.

2.3 Archway Road was opened in 1812 as a toll road to bypass Highgate village and remains a main arterial route for vehicles passing through to outer London via East Finchley. Highgate Station was opened in 1864, providing connections to the City via Finsbury Park. Suburban expansion continued into the 1900s with private 'mansion flats' and flats above new shopping parades. Flat building accelerated in the inter-war period – most notably with the Highpoint blocks in North Hill. Highgate Underground Station opened in 1941 on the Northern Line extension to High Barnet, with platforms in tunnels beneath the surface station, while the original Highgate Station closed to passengers in 1954.

2.4 The area at the junction of North Hill and Archway Road changed radically in the 1980s with the redevelopment of the Council depot and the Wellington Inn (now a petrol station), together with a one-way traffic system. Late 20th/21st century development in Highgate has mainly consisted of rebuilding and infill, notably the redevelopment of the Archway Road magistrates' court site in 2016 and many of the original houses in the Bishops area.

Connectivity

2.5 The neighbourhood contains Highgate underground station on the High Barnet branch of the Northern Line and is thus well connected radially to Central London. Bus services also provide connections to Finchley, Barnet, Hampstead and Stamford Hill. It does however suffer from relatively poorer east west links.. In addition, the busy A1 road divides the community on either side of Archway Road.

Economy & Town Centres

2.6 The character of much of Highgate is defined by small businesses and retail premises clustered in three main locations: Highgate High Street; Archway Road and Aylmer Parade. Highgate High Street, and the Yards to the rear of the High Street, serves as an important shopping and service centre. Its historic buildings create character and a 'village' atmosphere, while the mix of uses includes pubs and local services that meet the day-to-day needs of residents and visitors.

2.7 Archway Road varies significantly in both character and function from Highgate High Street. It comprises a mile-long chain of shops, community uses, offices, pubs and other eating and drinking establishments, interspersed with housing. Listed buildings enhance the street scene but the heavily trafficked road is a detractor. Despite this, there is a high level of footfall and Archway Road's shops provide an important local retail function. Recent conversions from retail to residential have begun to erode the character and utility of the local centre.

2.8 Aylmer Parade is centred around a purpose-built run of small shops and retail premises. It provides an important supply of small workshops and business units to help support the growth of small/medium enterprises (SMEs).

Landmarks, culture and heritage

2.9 Highgate has a high concentration of buildings and landscapes with heritage significance and most of the neighbourhood falls within the Highgate Conservation Area. The Conservation Area embraces a varied mix of both townscape and landscape, from historic buildings in the village core to dense Victorian and Edwardian residential areas and suburban housing of the inter-war period, laced with institutional buildings and private schools.

2.10 Architectural and historic interest in Highgate is also reflected in a high number of statutorily listed buildings (over 100 Listed Buildings fall within Highgate neighbourhood) and locally listed buildings (over 500) as well as seven Archaeological Priority Areas (APAs).

Green & Blue Infrastructure

2.11 Much of the form and character of Highgate can be attributed to its hilltop position. The hills of Highgate form part of the 'Northern Heights', together with Muswell Hill and Alexandra Palace (built on what was Tottenham Wood). These areas of high ground stand on hard rock about 100 metres above sea level. Tottenham, in the east of the borough, lies on lower and softer ground.

2.12 The neighbourhood has a green, leafy suburban character and is surrounded by green spaces, including Highgate Wood, Queen's Wood, Hampstead Heath and Highgate golf course. Highgate Wood and Queen's Wood are ancient woodlands dating from at least 1600.

2.13 Parkland Walk is the longest linear nature reserve in London at 5km in length and follows the former railway line connecting Finsbury Park to Alexandra Palace. It is a Site

of Importance for Nature Conservation and also provides a green pedestrian and cycling route connecting several neighbourhoods in the west of the borough.

2.14 The source of the River Moselle is believed to originate in Queen's Wood where the head-stream of the tributary 'Queen's Wood Stream' is located. This is one of numerous hidden streams and tributaries that bubble up from these western hills and flow eastwards down towards the valley of the River Lea in Tottenham.

Highgate Vision

Highgate in 2043 will have strengthened its identity as a culturally and architecturally rich neighbourhood with a village feel, nestled within surrounding green and open spaces

New development will have been shaped by local communities and key stakeholders such as Highgate Neighbourhood Forum and the Highgate Society.

Development will reinforce the green character of Highgate and mature trees will have been retained protecting against the impacts of climate change and delivering health benefits for local people. A collaborative approach will have been taken to enhancing green spaces and ecological corridors in the area, including Parkland Walk.

Buildings which make a positive contribution to the historic character of the area will have been well-preserved.

Highgate will continue to be a vibrant place with a strong sense of community with well-supported independent businesses that meet the everyday needs of local people. It will be easy, safe and accessible for everyone to travel through the neighbourhood by public transport or by walking, wheeling and cycling. Connections will have been improved to other parts of the borough including between Highgate and Crouch End. Cycle routes are well-lit, segregated and follow main routes, increasing safety for everyone.

Highgate's local centres at Highgate High Street, Highgate Yards, Archway Road and Aylmer Parade will continue to contribute positively to the character of the Highgate Conservation Area, through conserving and enhancing town centre uses and restoring and preserving traditional shop fronts along shopping parades. The Council will have collaborated with Camden to ensure that Highgate High Street is coneserved and enhanced in a consistent manner.

At Archway Road, the Wellington gyratory will be redeveloped, unlocking better-quality, accessible public realm and creating a safer environment for cyclists and pavement users. The junction will be less dominated by cars and land will be freed up for redevelopment that visually enhances the urban character of the area.

Policy HGN1: Highgate Neighbourhood

A. The Council will support development proposals which contribute to the Highgate Vision.

B. The neighbourhood will deliver at least 450 new homes (net) over the plan period and an uplift in jobs, with development prioritised within the following Placemaking Focus Areas:

Enhance
Highgate Village
Archway Road North
Highgate Station

Tables and Figures 275. xxxxxxxx

C. Highgate's rich built heritage should be conserved, enhanced and celebrated. To achieve this, proposals should:

D. conserve and enhance the character of Highgate's historic streets and landscapes;

E. adopt a proactive approach to securing the long-term future of the neighbourhood's 'heritage at risk' assets; and

F. take opportunities to reveal, interpret and present the neighbourhood's rich archaeological heritage.

G. Ground floor conversions from commercial to residential use in Highgate's local centres will be resisted.

H. Development proposals should reinforce Highgate's green character and contribute to a clear, well-designed and managed public realm network, enhancing strategic connections to Highgate's green spaces and local centres. Opportunities should be taken to expand and connect ecological corridors and integrate biodiversity measures into public realm improvements, in accordance with the Highgate Neighbourhood Plan.

I. Development proposals should deliver and contribute to strategic improvements in safety and connectivity for pedestrians and cyclists, where appropriate. These include:

J. direct pedestrian routes connecting Highgate's local centres and public transport nodes;

K. east/west connections between Highgate and Crouch End local centres;

L. **cycle routes along well-lit main roads, particularly on Archway Road and Muswell Hill Road, having regard to Haringey's Walking and Cycling Action Plan; and**

M. **safer and easier pedestrian and cycle crossings on Archway Road**

Supporting Text

Placemaking Strategy

2.15 Highgate communities have longstanding aspirations for enhancement that will support the needs of the local community while strengthening Highgate's identity as a culturally and architecturally rich neighbourhood, surrounded by green and open spaces. The area offers opportunities for sensitively designed infill and redevelopment, concentrated around its local centres - Highgate High Street, Aylmer Parade and Archway Road.

2.16 This chapter sets out a clear and holistic vision for the future of Highgate. It should be read together with the Highgate Neighbourhood Plan, which also forms part of Haringey's Development Plan.

2.17 Most new homes will be accommodated in accessible and connected areas near Archway Road and Highgate station.

Built heritage

2.18 Highgate has a high concentration of buildings and landscapes with heritage significance and most of the neighbourhood falls within the Highgate Conservation Area. Proposals should take a conservation-led approach to placemaking, in accordance with the Highgate Conservation Area Character Appraisal and Management Plan. While Highgate's rich historic built environment presents constraints on new development, it also provides opportunities and the Council will support proposals where they respect the character and context of the area, in accordance with relevant conservation and design policies.

2.19 Proposals should consere and enhance the character of Highgate's historic streets and landscapes, including through:

2.20 conserving and enhancing Highgate's characterful and attractive urban terraces;

2.21 working with the existing sloping terrain wherever possible, conserving open views and woodland landscapes while embracing Highgate's topography as an important characteristic of the area;

2.22 conserving the established positive rhythm of green, residential streets with gaps between houses, and where this exists, protecting the sense of openness and views through to private gardens. New front garden walls and hedges should be of modest height, consistent with neighbouring properties and street character; and

2.23 ensuring that proposals for replacement of, or alterations to, shop fronts comply with borough shop front design codes, retaining historic shop fronts and their details, conving and enhancing the character of Highgate Conservation Area, regardless of any change of use;

2.24 keeping hard surfaces to a minimum for vehicular cross overs in front gardens to reduce flood risk and conserve the character of Highgate's streets

2.25 37 North Road has been identified on Historic England's Heritage at Risk register. The Council will work positively with relevant landowners, tenants and other stakeholders to secure its long-term future in accordance with Historic England guidance.

Local Centres

2.26 The vibrancy of Highgate's local centres and the multitude of services, facilities, employment opportunities and experiences they provide make a significant contribution to the area's character, including to the historic character of the Highgate Conservation Area. The Council will resist applications for ground floor conversions from town centre to residential uses, including through permitted development rights, as town centre uses contribute positively to the character of the Conservation Area, support the local economy and help meet the day-to-day needs of the community.

Public realm and green & blue infrastructure

2.27 A strategic and inclusive approach to the public realm is required, offering a clear and easily navigable network that accommodates a range of activities, catering to people of all ages, needs and backgrounds. Where appropriate, proposals for creating new public space in Highgate should provide or contribute to:

2.28 public art that celebrates Highgate's diverse local histories, enhancing the area's distinctive cultural heritage and sense of place;

2.29 places to rest along key corridors that are shaded during summer months;

2.30 widening of pavements and pedestrianisation of the public realm;

2.31 the extension and connecting of existing green spaces, including those opportunities identified in the Highgate Neighbourhood Plan; and

2.32 improved greening of pavements along principal routes such as Archway Road.

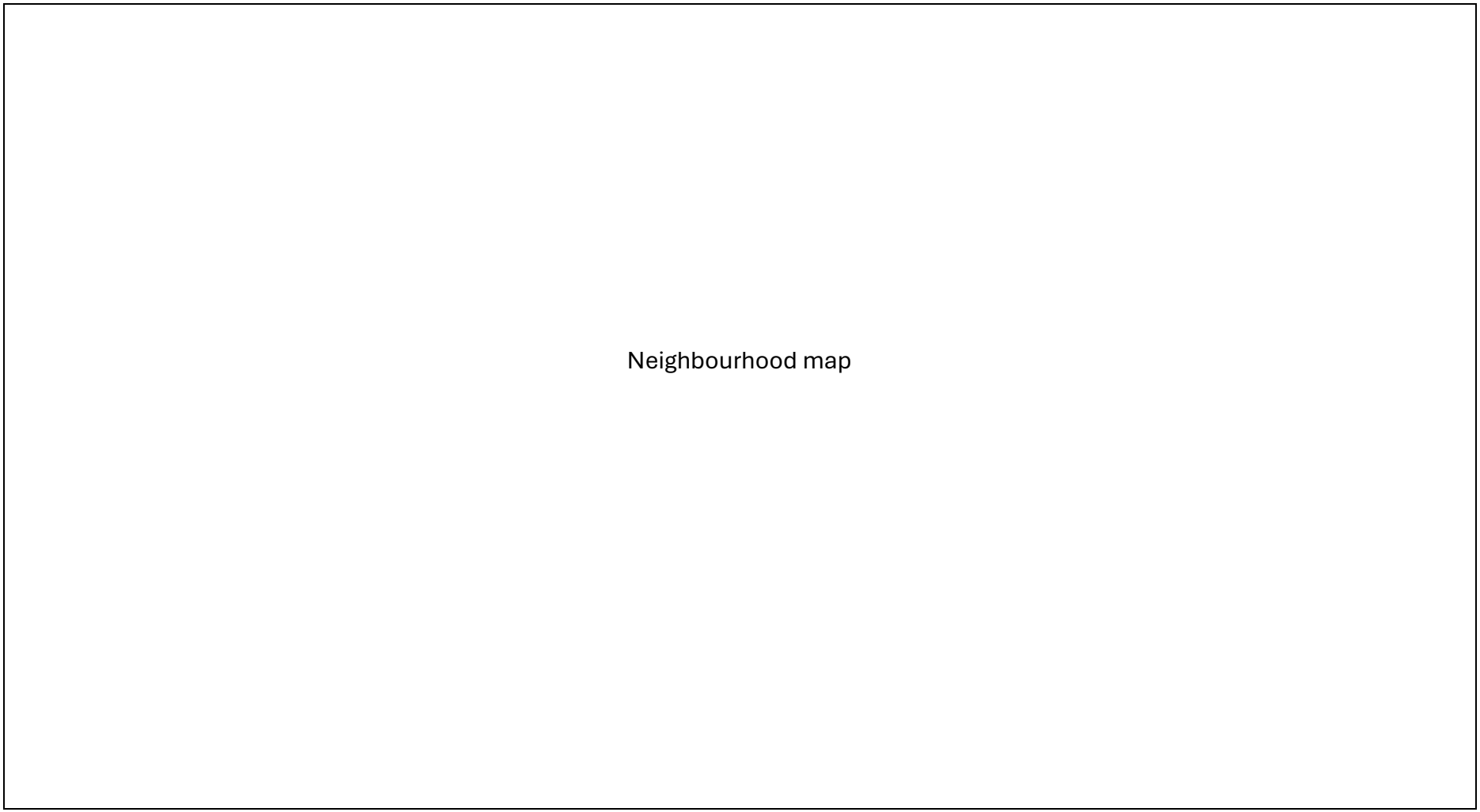
Connectivity

2.33 Highgate suffers from poor east to west links largely due to severance of Hampstead Heath to the west of the neighbourhood. Bus routes provide public transport links to the north and south of the park, and active travel is provided for through the park.'

2.34 In addition, the busy A1 road divides the community on either side of Archway Road. A priority for this neighbourhood is to reduce car journeys and improve east-west

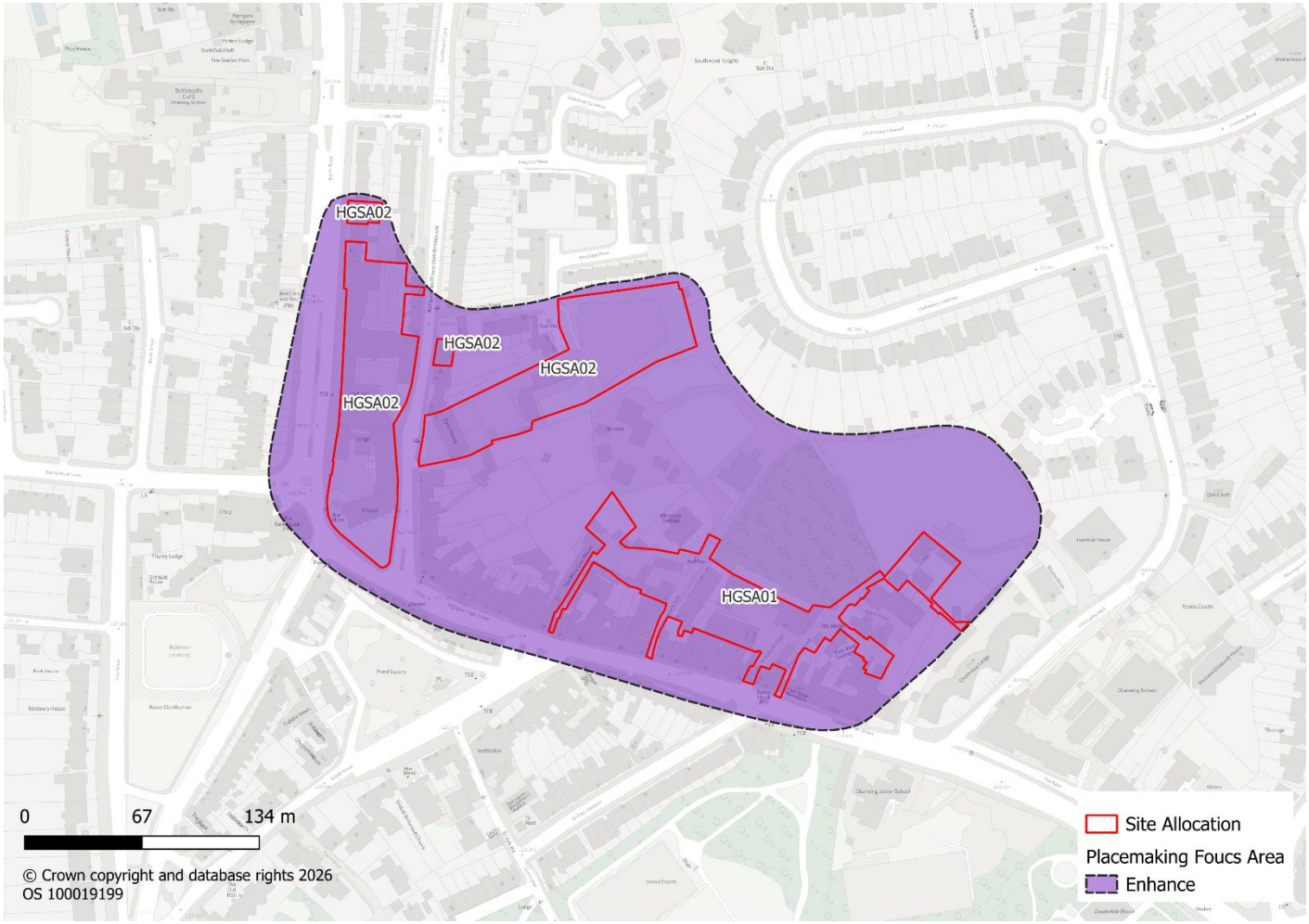
connectivity, walking and cycling conditions and accessibility, particularly for less mobile residents.

Placemaking Strategies + Site Allocations



Tables and Figures 276. Map of Placemaking Focus Areas in XXXXXX

HG PFA1: Highgate Village



Tables and Figures 277. Map of Placemaking Focus Area XXXXX

Strategy

2.35 Highgate Village will be enhanced to create a vibrant and characterful network of mews in Highgate Yards, supporting the Highgate High Street local centre. Public access to green space will be improved, including through creating new pedestrian and cycle routes through to the Highgate Bowl from the Yards. The heritage significance of Highgate High Street will be conserved and enhanced through a conservation-led approach to public realm improvements along the high street, working collaboratively with Camden Council to support a consistent approach across both sides of the street. Highgate School's facilities will be enhanced while simultaneously benefitting local communities and protecting the historic environment consistent with the Highgate School Supplementary Planning Document.

2.36 This strategy will be implemented through adherence to Policy HGN1, the site allocations outlined below, and the following initiatives:

2.37 Enhancing the character of Highgate Yards as urban mews development, while ensuring that proposals remain subservient in scale relative to buildings on Highgate High Street;

2.38 Providing continuous active frontages and inclusive access to local shopping parades, including throughout Highgate Yards;

2.39 Retaining and restoring traditional shop fronts;

2.40 conserving and enhancing Highgate's characterful and attractive urban terraces, including along Highgate High Street;

2.41 Working strategically and collaboratively with key stakeholders, including Camden Council, local businesses, Highgate Neighbourhood Forum and Highgate Society to enhance and conserve the character of Highgate High Street, coordinating public realm and shop fronts along the borough boundary, including any future planned public space adjacent to South Grove;

2.42 Enhancing the High Street through a consistent approach to the public realm including conserving and enhancing traditional shop frontages through coordinating the design of signage, colours, lighting, pavements, street furniture and reducing street clutter;

2.43 Working collaboratively with Highgate School in relation to development of their school estate to assist the school to strengthen its role as a world-class educational institution and as a charity committed to widening educational access, and growing and sustained links with other local schools i charities and similar organisations in the borough. As part of the transformation of the school estate opportunities will be sought to improve access to community uses and green space;

2.44 Supporting the creation of new green links and publicly accessible routes through to the Highgate Bowl providing health and wellbeing benefits to local people as an important green space at the heart of the town centre and a Site of Importance for Nature

Conservation (SINC), while respecting the operational and access requirements of the existing landowners.

Site Allocations

HG SA01: Highgate Yards



Tables and Figures 278. Xxx

Site Information	Details
Address	Townsend Yard, Duke's Head Yard, land rear of Highgate High Street, Highgate
Ward	Highgate
Area [ha]	0.68ha
PTAL	3-5
Planning designations and constraints	PFA Enhance Area Highgate Neighbourhood Plan Area Adjacent to a Local Centre Adjacent to Designated Open Space Adjacent to Site of Importance for Nature Conservation (SINC) - Local Adjacent to Historic Parks Archaeological Priority Area (APA) - Tier 2 Conservation Area Adjacent to Locally Listed Buildings Critical Drainage Area
Relevant permissions	HGY/2020/1326

	HGY/2020/0223
Indicative capacities	30 homes (net) 924 sqm (gross) Commercial, Business and Service
Phasing	2028-2042

Tables and Figures 279. Xxx

A. Proposal

Protection of the Highgate Bowl as open space, and improvement of public access through limited redevelopment of Townsend Yard, Broadbent Close and Duke's Head Yard. Sensitive redevelopment of the garages and workshops in the Yards will be supported to create mews-style residential development to enhance the local centre.

N. Masterplanning, engagement and delivery

A masterplan is not required for this site allocation. However, applicants should demonstrate early engagement with adjacent landowners and the landowners of the Highgate Bowl site, to co-ordinate and secure public access through the Highgate Bowl from Highgate High Street via the Yards.

O. Land uses and activities

Existing land uses: town centre, residential, commercial, garages

Acceptable land uses: residential, town centre, commercial and business

Development must deliver a net uplift in employment floorspace

P. Built form, character and heritage

Proposals must conserve, and where possible enhance, the character of the Highgate Conservation Area and its setting.

Proposals must conserve and enhance the setting of nearby listed buildings

The buildings facing the High Street and their burgage plots should be retained

The mews in the Yards should be subsidiary in height and scale to the existing buildings on Highgate High Street

The site lies within a Tier 2 Archaeological Priority Area. The site has potential for significant archaeological finds. Archaeological Assessments will be required.

Q. Movement and Public Realm

Proposals should:

Support the creation of new and enhanced public access routes into Highgate Bowl from Highgate High Street;

Incorporate high-quality paving surfaces, giving priority to pedestrians and encouraging vehicles to drive slowly, to enhance safety and signal the continuation of public-facing town centre uses within the Yards.

R. Environment and Sustainability

Proposals should protect and enhance the nature conservation value of the adjacent Site of Importance for Nature Conservation (Harrington site).

HG SA02: Highgate School



Tables and Figures 280. Xxx

Site Information	Details
Address	Highgate School, London N6 4NY
Ward	Highgate
Area [ha]	15.57ha (total combined across 6 sites)
PTAL	1a-5
Planning designations and constraints	PFA Enhance Area Highgate Neighbourhood Plan Area Designated Open Space Metropolitan Open Land (MOL) Historic Parks Archaeological Priority Area (APA) - Tier 2 Conservation Area Adjacent to Listed Buildings Adjacent to Locally Listed Buildings Partially in Risk of Surface Water Flooding Area - Medium & High
Relevant permissions	N/A
Indicative capacities	N/A. No expansion proposed – school capacity remains capped at licenced capacity of 1,970 pupils.
Phasing	2028-2032

Tables and Figures 281. Xxx

A. Proposal

Enhance the existing school campus, replacing life expired facilities with new accommodation to meet the long-term needs of the school and support a safe and inclusive learning environment. This includes improving access for community use, where appropriate.

S. Masterplanning, engagement and delivery

Proposals must be delivered in accordance with the Highgate School Supplementary Planning Document (2021) which provides a robust and comprehensive planning framework for the school estate.

T. Land uses and activities

Existing land use: schools, community (access to sports facilities, hosting community events)

Acceptable land uses: schools, community

U. Built form, character and heritage

The site has a prominent position in the Highgate Conservation Area. As such, proposals must be of high-quality design, conserving the setting of statutorily and locally listed buildings on the site and neighbouring the school, and conserving or enhancing the character of the wider Conservation Area;

The site lies within a Tier 2 Archaeological Priority Area. The site has potential for significant archaeological finds. Archaeological Assessments will be required.

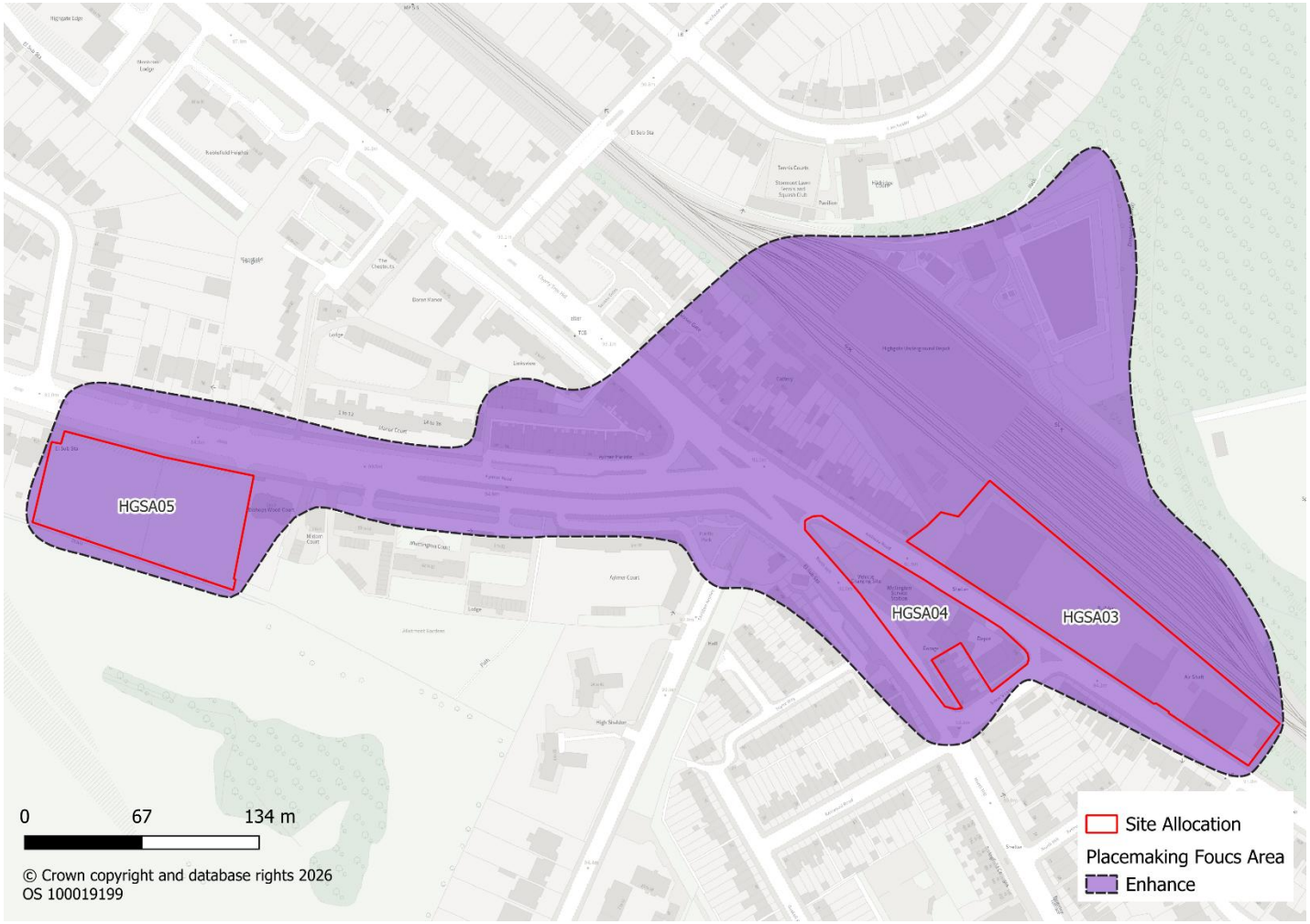
V. Movement and public realm

Proposals should promote sustainable movement to and between the various school sites and be supported by a Transport Assessment applicable to the whole estate;

W. Environment and sustainability

Development should incorporate biodiversity enhancements, urban greening and sustainable drainage measures.

HG PFA2: Archway Road



Tables and Figures 282. Map of Placemaking Focus Area XXXXX

Strategy

2.59 Archway Road North will be enhanced to provide more pedestrian-friendly and connected local centres at Aylmer Parade and Archway Road that are less car-dominated, with improved pedestrian and cycle connections to the south and west of the gyratory, including improving visibility and access through to Sheldon Avenue. Public realm improvements to Aylmer Parade could include widened pavements incorporating street trees and outdoor seating.

2.60 The Archway Road local centre will be extended with continuous, high-quality shop fronts at ground floor which respect and restore the historic urban grain of the shopping parade. Mixed use infill development on the gyratory site will also provide high-quality new homes while conserving and enhancing the character of the Conservation Area.

2.61 This placemaking strategy will be implemented through adherence to Policy HGN1, the site allocations outlined below, and the following initiatives:

2.62 Working collaboratively with key stakeholders, including Transport for London and local businesses, to explore strategic opportunities to improve the layout of roads and expand pedestrianised areas, including exploring opportunities to partially pedestrianise the Wellington Gyratory, releasing land for infill residential development, reducing car-dominance and creating a more attractive, walkable public realm; and create new public spaces adjacent to Archway Road and Aylmer Parade

2.63 Delivering new high-quality mixed use infill development to support the preservation of Archway Road and Aylmer Parade as local centres, while taking a sensitive approach to scale, massing, height and architectural language, conserving and enhancing the special character of the Conservation Area

2.64 Creating continuous active frontages and town centres uses at ground floor level, including new active frontages with traditional shop fronts along Archway Road, in keeping with the historic character of the area; and shopping parades on Archway Road should retain their urban design character, even if converted to a different use

2.65 Ground floor conversions from commercial to residential use on Archway Road will be resisted to protect the character of the Conservation Area. Non-residential uses that would be supported include retail, affordable workspace, creative space, community centres, educational buildings.

2.66 Taking steps to reduce air pollution. The PFA is within an Air Quality Hotspot.

Site Allocations

HG SA03: 460-470 Archway Road



Tables and Figures 283. Xxx

Site Information	Details
Address	Wellington Sidings, 460-470 Archway Road, London N6 4JD
Ward	Highgate
Area [ha]	0.95 ha
PTAL	4
Planning designations and constraints	PFA Enhance Area Highgate Neighbourhood Plan Area Adjacent to Archaeological Priority Area (APA) - Tier 2 Conservation Area Adjacent to Designated Open Space Adjacent to Ecological Corridor Adjacent Metropolitan Open Land (MOL) Partially in Risk of Surface Water Flooding Area – Medium & High
Relevant permissions	None
Indicative capacities	130 homes (net) 1,260sqm (gross) Commercial, Business and Service)

Phasing	2033-2042
Ownership	Private

Tables and Figures 284. Xxx

A. Proposal

Redevelopment, replacing existing low-density employment with a mix of higher density employment and new residential development.

B. Masterplanning, engagement and delivery

A masterplan is required for this site in accordance with Policy D8.

The site includes an operational air vent and below ground horizontal adit and vertical shaft owned and operated by London Underground Limited. Any design will need to retain and protect the air vent and below ground adit and shaft, and enable access at all times for maintenance, repair and inspection. The site also adjoins Highgate Railway Depot. Advice and all necessary agreements should be sought from London Underground Limited to protect operational transport infrastructure on and adjacent to the site. Transport for London should also be consulted during the preparation of development proposals.

C. Land uses and activities

Existing land use: builders' merchant

Acceptable land uses: residential, employment, commercial, business and service

D. Movement and public realm

Proposals should:

Deliver a more attractive public realm and support reducing barriers to pedestrian mobility around the Wellington Gyratory and along Archway Road, including through improved pedestrian crossings connecting to site allocation SAHG03 and connections to the A1000 cycle route.

Ensure that buildings are at least three metres away from Network Rail's boundary.

Allow for a future access route between Archway Road and the neighbouring railway sidings to the north-east of the site.

Contribute to restoration of the pavement along Archway Road, contributing to public realm improvements along the street.

Deliver a car-free development with shared-surface public realm, reducing car-dominance and providing accessible public space.

Improve the climate resilience of Archway Road by providing street trees and outdoor seating.

E. Built form, character and heritage

Proposals must conserve, and where possible enhance, the character of the adjacent Highgate Conservation Area and its setting

The site has potential for significant archaeological finds as it is located adjacent to an Archaeological Priority Area (APA)

Where possible, the site should deliver active frontages along Archway Road.

F. Environment and sustainability

Development proposals should protect and enhance the nature conservation value of the site and adjacent ecological corridor and Highgate Wood SINC.

HG SA04: Wellington Gyratory, Archway Road



Tables and Figures 285. Xxx

Site Information	Details
Address	Wellington Gyratory, Archway Road, London N6 4HX
Ward	Highgate
Area [ha]	0.43 ha
PTAL	3
Planning designations and constraints	PFA Enhance Area Highgate Neighbourhood Plan Area Conservation Area Adjacent to Designated Open Space Adjacent to Metropolitan Open Land (MOL) Adjacent to Archaeological Priority Area (APA) - Tier 3 and Tier 2 Partially in Risk of Surface Water Flooding Area – Medium & High
Relevant permissions	HGY/2025/1220
Indicative capacities	50 homes (net) 500 sqm (gross) Commercial, Business and Service
Phasing	2028-2037
Ownership	Public and Private

A. Proposal

The site is suitable for new high-quality mixed use residential-led development with commercial uses at ground floor.

X. Masterplanning, engagement and delivery

A masterplan is not required for this site.

The site allocation is located on the Transport for London Road Network and Transport for London should be consulted on all emerging proposals.

Proposals should support public realm improvements, delivered through a collaborative approach with local business owners, residents and other community stakeholders, including the Highgate Neighbourhood Forum, Highgate Conservation Area Advisory Committee and the Highgate Society.

Y. Land uses and activities

Existing land uses: petrol station, car wash, auto services, residential

Acceptable land uses: residential, commercial, business and service

Z. Movement and public realm

- Proposals should ensure improved pedestrian crossing and support potential future public realm improvements to Aylmer Parade and the partial pedestrianisation of North Hill along the Western site boundary
- Proposals should respect the urban grain of the existing terraced cottages at Nos 96-108, including following the existing building line in relationship to pavements and front gardens.

AA. Built form, character and heritage

- Proposals must conserve, and where possible enhance, the character of the adjacent Highgate Conservation Area and its setting
- New development should be sensitive in scale, massing, height and architectural language in relation to the neighbouring 19th century houses which are positive contributors to the Conservation Area, notably Nos 96-108 North Hill which form a short terrace of one-bay cottages.
- The site lies partially within a Tier 3 Archaeological Priority Area and has potential for significant archaeological finds. Archaeological Assessments will be required.

BB. Environment and sustainability

- Proposals must s mitigate any air pollution issues arising due to by proximity to the road.
- Public realm improvements should include new street trees with outdoor seating and shading

HG SA05: Land Adjacent 27 Aylmer Road



Tables and Figures 287. Xxx

Site Information	Details
Address	Land Adjacent 27 Aylmer Road, Aylmer Road, London N20BX
Ward	Highgate
Area [ha]	0.7ha
PTAL	3
Planning designations and constraints	PFA Enhance Area Highgate Neighbourhood Plan Area Archaeological Priority Area (APA) - Tier 3 Conservation Area Designated Open Space Adjacent to Metropolitan Open Land (MOL) Site of Importance for Nature Conservation (SINC) - Grade 2 Partially in Risk of Surface Water Flooding Area – Medium & High Chance
Relevant permissions	None
Indicative capacities	70 homes (net)
Phasing	2033-2037
Ownership	Private

Tables and Figures 288. Xxx

A. Proposal

Subject to resolution of operational matters relating to its historic infrastructure use site, , the site is potentially suitable for new high-quality residential development. The site has previously been in use by Thames Water for operational activities relating to the Bishopswood Reservoir, located beneath the adjacent Highgate Golf Club.

The site is de-designated as Metropolitan Open Land but sensitive and appropriate development is required to minimise harm to the adjacent remaining Metropolitan Open Land

CC. Masterplanning, engagement and delivery

A masterplan is required for this site in accordance with Policy D8.

Proposals should make a positive contribution to enhancing the public realm in accordance with Placemaking Focus Area objectives, delivered through a collaborative approach with local stakeholders.

DD. Land uses and activities

Existing land use: operational land associated with Bishops Wood Reservoir

Acceptable land uses: residential

EE. Movement and public realm

- Proposals should contribute to public realm improvements between the site and Alymer Parade, including opportunities to improve pedestrian and cycle crossings on the road.
- Proposals should respect the existing urban grain of Aylmer Road, including following the existing building line in relationship to pavements and front gardens.

FF. Built form, Heritage and Character

- New development should be in keeping with the existing pattern of development along Aylmer Road in scale and urban form, enhancing and continuing the existing character and rhythm of the street, including following the existing building line in relationship to forecourts, front gardens and pavements.
- Proposals must conserve, and where possible enhance, the character of the Highgate Conservation Area and its setting

- New development should be sensitive in scale, massing, height and architectural language in relation to the neighbouring homes along Aylmer Road.

- The site lies within a Tier 3 Archaeological Priority Area and has potential for significant archaeological finds. Archaeological Assessments will be required.

GG. Environment and sustainability

- Proposals must be supported by an ecological assessment and avoid and/or mitigate any harm to habitats or species

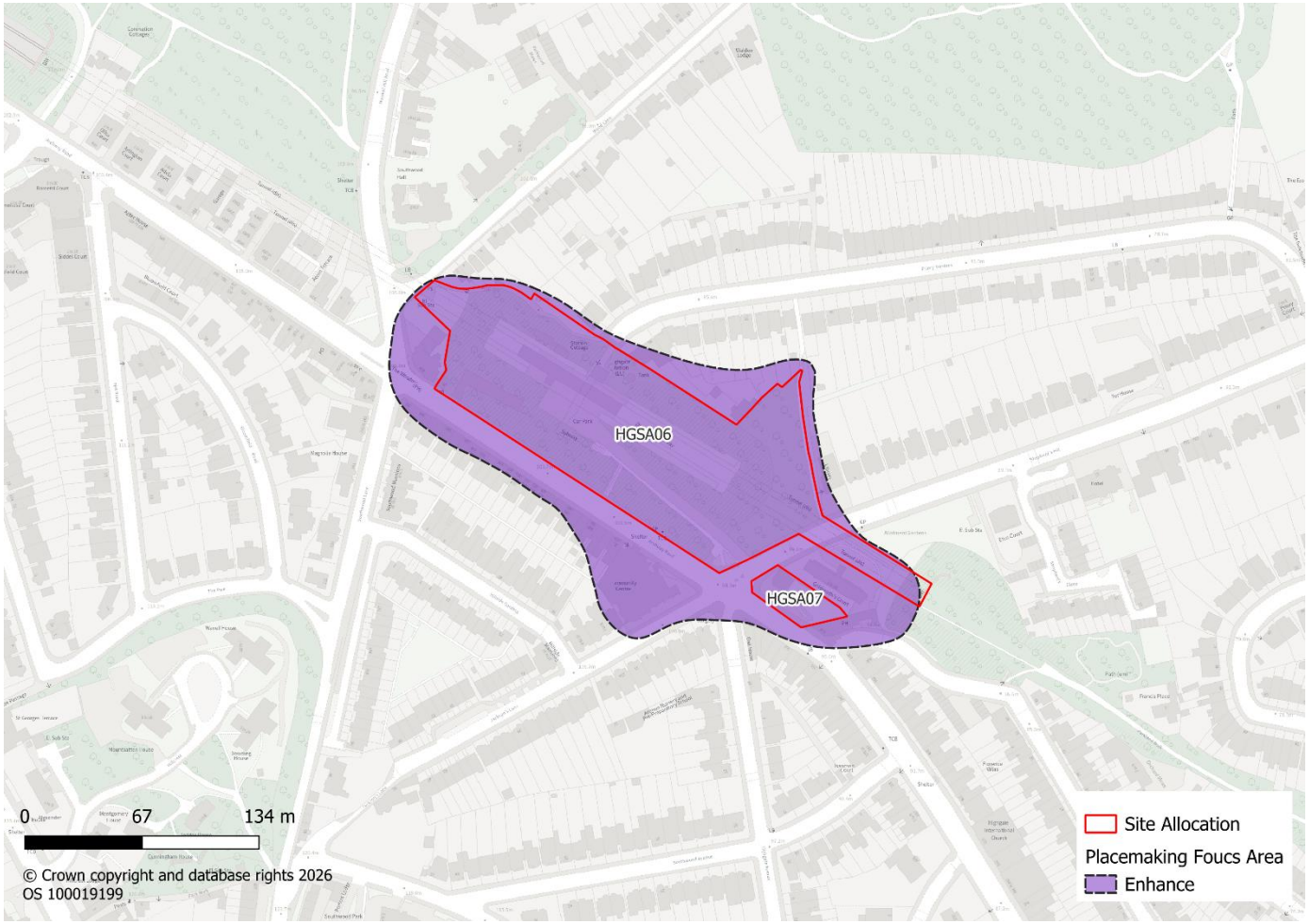
- Existing mature trees should be retained wherever possible.

- Thames Water should be consulted at an early stage to ensure sufficient sewage treatment works capacity is available to support development.

- Proposals must avoid harm to existing SUDs attenuation on the site.

- Proposals must suitably mitigate any air pollution issues caused by proximity to the road.

HG PFA3: Highgate Station



Tables and Figures 289. Map of Placemaking Focus Area XXX

Strategy

2.77 The Highgate Station Placemaking Focus Area will be enhanced to provide new community uses and infill residential development. Placemaking will take a conservation-led approach, seeking to bring parts of the site back into beneficial public use together with public realm enhancements along Archway Road. Highgate's open space network will also be extended by providing new connections between Highgate Wood and Parkland Walk.

2.78 This placemaking strategy will be implemented through adherence to Policy HGN1, the site allocations outlined below, and the following initiatives:

2.79 Engaging proactively and working collaboratively with local stakeholders including Transport for London, Highgate Neighbourhood Forum, Jacksons Lane Arts Centre and local businesses to:

2.80 improve access to Highgate Station

2.81 support the creation of new, accessible civic spaces adjacent to the station

2.82 support the activation of new civic spaces for community and educational uses, including through a conservation-led approach to the restoration of the Highgate Station site

2.83 Improving connectivity and biodiversity, including by:

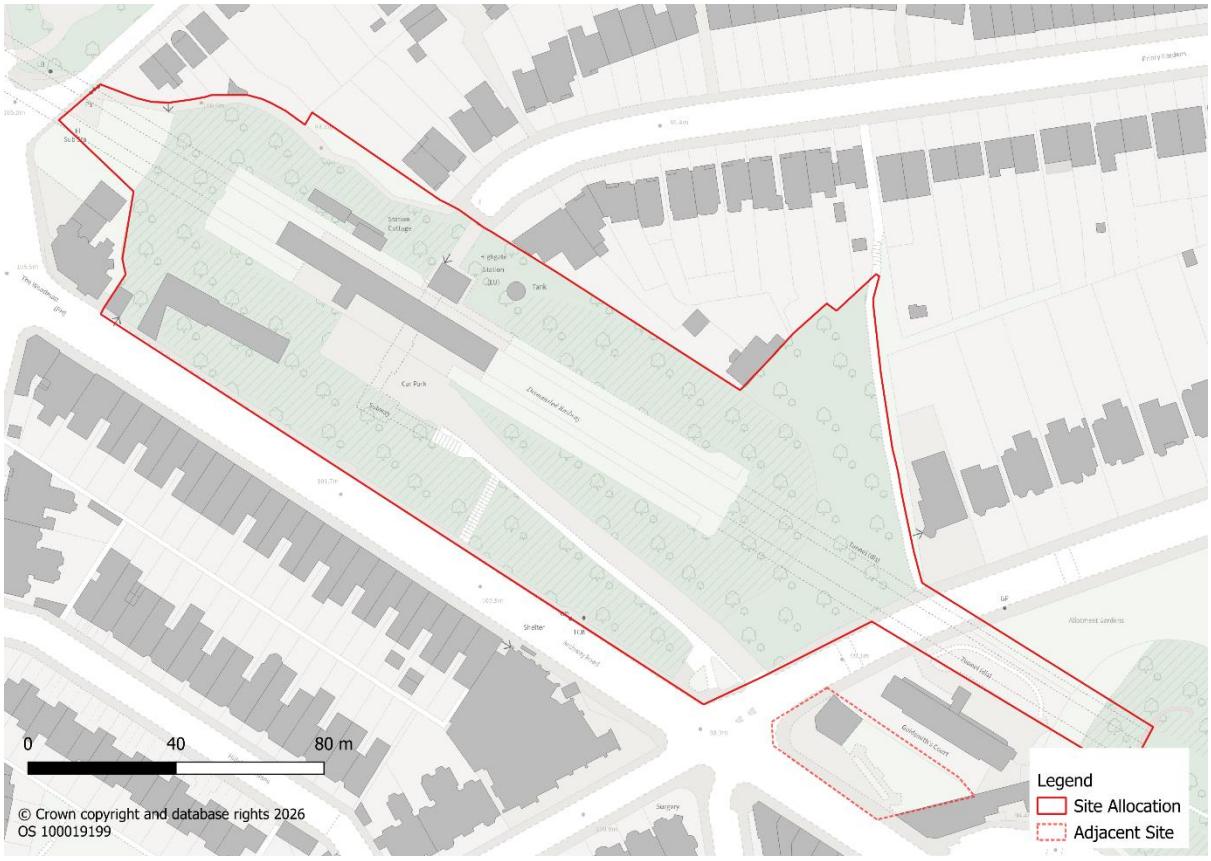
2.84 providing new secure cycle parking hubs adjacent to Highgate Station; and

2.85 extending Parkland Walk to connect into Highgate Wood while ensuring that the ecological corridor is preserved.

2.86 Taking steps to reduce air pollution. The PFA is within an Air Quality Focus Area.

Site Allocations

HG SA06: Former Highgate Railway Station



Tables and Figures 290. Xxx

Site Information	Details
Address	Former Highgate Rail Station, Highgate, London N6 5UA
Ward	Highgate
Area [ha]	2.0 ha
PTAL	5
Planning designations and constraints	PFA Enhance Area Highgate Neighbourhood Plan Area Designated Open Space Partially in an Ecological Corridor Site of Importance for Nature Conservation (SINC) - Metropolitan Adjacent to a Local Nature Reserve (LNR) Adjacent to Metropolitan Open Land (MOL) Adjacent to Historic Parks Archaeological Priority Area (APA) - Tier 2 Conservation Area Locally Listed Buildings

	Adjacent to Locally Listed Buildings Partially in Risk of Surface Water Flooding Area – Medium & High Critical Drainage Area
Relevant permissions	
Indicative capacities	Subject to further joint working/collaboration with key stakeholders
Phasing	2033-2042
Ownership	Public

Tables and Figures 291. Xxx

A. Proposal

This site is underutilised and, subject to overcoming operational challenges, has potential to support new uses and activities with substantial public benefit, including community uses, employment, education and town centre uses. Access to Highgate underground station should be improved, alongside enhancements to the open space network by improving the connection to Parkland Walk through to Highgate Wood.

B. Masterplanning, engagement and delivery

A masterplan is required for this site.

Proactive engagement is required with key stakeholders including Transport for London, local businesses on adjacent sites including Jacksons Lane Arts Centre, and community stakeholders including Highgate Neighbourhood Forum and Highgate Society.

C. Land uses and activities

Existing land use: infrastructure (London Underground)

Acceptable land uses: infrastructure (London Underground), community, employment, town centre, education

D. Movement and public realm

Proposals should:

- Support the extension of the Parkland Walk through to Highgate Wood, exploring the opportunity to create a new pedestrian and cycle connection through the railway arch at the southeast corner of the site.
- Deliver an improved, accessible public entrance and exit to Highgate Underground station that uses the land more efficiently and enhances the character of the Conservation Area, replacing the old exit on Archway Road with a more appropriate design.
- Bring the historic disused station platforms back into beneficial use as part of delivering new community uses on the site, enhancing the setting and significance of the adjacent locally listed station building.

E. Built form, character and heritage

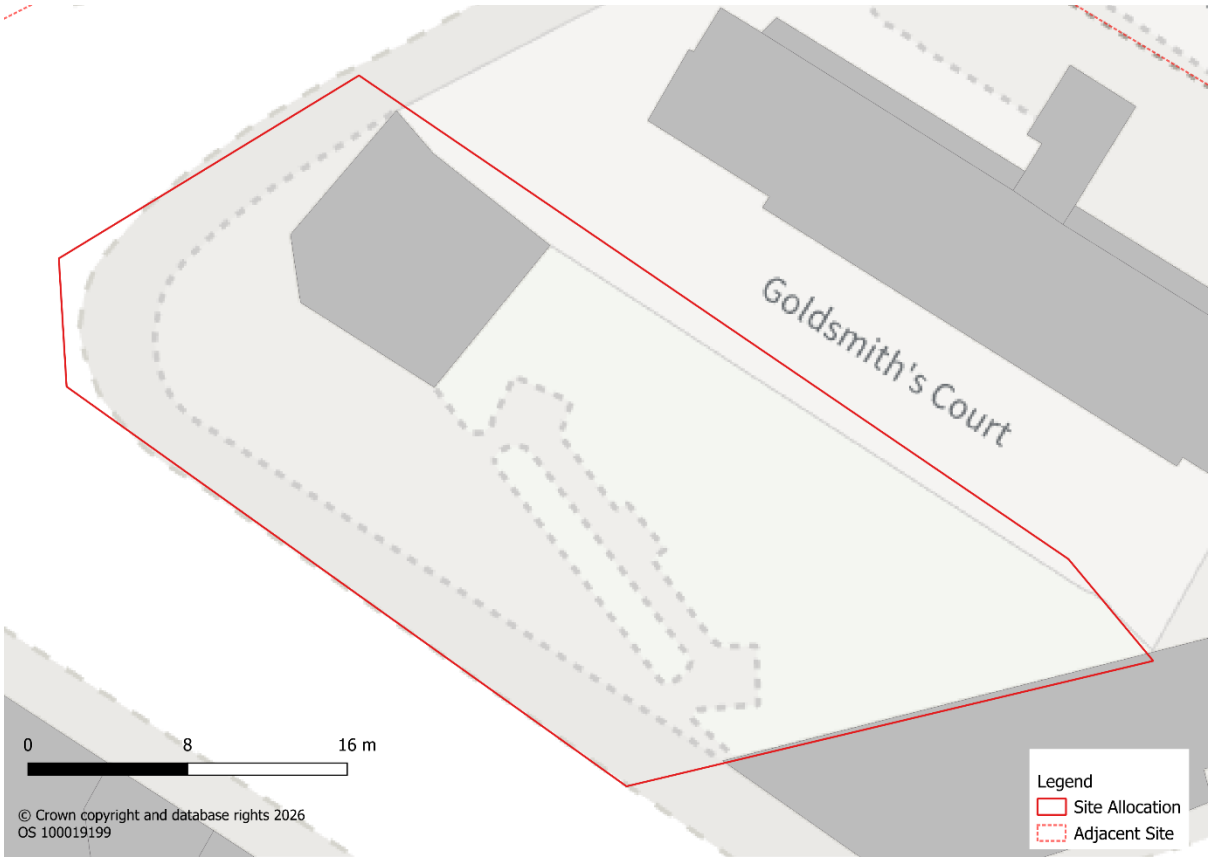
- Proposals must conserve, and where possible enhance, the character of the Highgate Conservation Area and its setting

- The site lies within an Archaeological Priority Area and has potential for significant archaeological finds. Archaeological Assessments will be required.

F. Environment and sustainability

- Development proposals should protect and enhance the nature conservation value of the site.
- An Ecological Assessment must accompany any planning application

HG SA07: Gonnerman Antiques



Tables and Figures 292. Xxx

Site Information	Details
Address	Gonnermann Antiques, 408-410 Archway Rd, London N6 5AT
Ward	Highgate
Area [ha]	0.1ha
PTAL	4/5
Planning designations	Highgate Local Shopping Centre Critical Drainage Area Highgate Conservation Area Adjacent to Locally Listed Buildings on Archway Road Adjacent to Tier 2 Archaeological Priority Area Adjacent to: Ecological corridor Adjacent to: SINC metropolitan grade: Parkland Walk Metropolitan open land (MOL): Parkland Walk and Highgate Station cutting
Relevant permissions	None
Indicative capacities	35 homes, 300 sqm Class E (GIA)
Phasing	2028-2037

Tables and Figures 293. Xxx

A. Proposal

Potential for modest mixed-use residential block at the western corner of the site, replacing the existing antiques shop and providing town centre uses at ground floor. The new building footprint should extend to the rear of the pavement on Archway Road and Sheldon Hill, restoring the urban grain by aligning with the existing street frontage along Archway Road and reducing the existing hard standing which has been a neglected and under-used space.

HH. Masterplanning, engagement and delivery

i. A masterplan is not required for this site.

II. Land uses and activities

ii. Existing land use: residential and retail
iii. Acceptable land uses: residential, retail/town centre

Residential

JJ. Movement and public realm

i. Proposals should:

Deliver a new publicly accessible green space to the south of the site, adjacent to the neighbouring Boogaloo pub. Seating should be provided in this space.

Explore opportunities to provide new public art in collaboration with Jacksons Lane.

Development should maintain sufficient pavement widths and ensure pedestrian safety is not compromised.

KK. Built form, character and heritage

Proposals must conserve, and where possible enhance, the character of the Highgate Conservation Area and its setting

The site lies adjacent to an Archaeological Priority Area and has potential for significant archaeological finds. Archaeological Assessments will be required.

LL. Environment and sustainability

The habitats and species within the adjacent SINC should be protected and enhanced.

Mature existing trees should be retained

Partially within Flood Zone 2 and Flood Zone 3 (Fluvial and Surface Area)

Critical Drainage Area

The site is within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.

Other Site Allocations in Highgate

HG SA08: 40 Muswell Hill Road



Tables and Figures 294. Xxx

Site Information	Details
Address	40 Muswell Hill Road, Highgate, London N6 5UN
Ward	Highgate
Area [ha]	0.58 ha
PTAL	4
Planning designations and constraints	Highgate Neighbourhood Plan Area Adjacent to Archaeological Priority Area (APA) - Tier 2 Conservation Area Site of Importance for Nature Conservation (SINC) - Metropolitan Critical Drainage Area
Relevant permissions	
Indicative capacities	45 homes (net) 784 sqm (gross) Commercial, Business and Service
Phasing	2033-2042
Ownership	Private

Tables and Figures 295. Xxx

A. Proposal

New development to repurpose existing low-density employment with a mix of higher density employment and new residential uses.

Q. Masterplanning, engagement and delivery

A masterplan is not required for this site.

Proactive engagement is required with local stakeholders including residents on neighbouring estates on Summersby Road and Muswell Hill Road and the Friends of Queen's Wood.

R. Land uses and activities

Existing land use: employment (builders yard and ceramics studio), garden centre

Acceptable land uses: residential, commercial, business

There must be no net loss of employment floorspace on the site

S. Movement and public realm

Proposals should explore opportunities to create a new, safer pedestrian access to Queen's Wood from Summersby Road, engaging proactively with Friends of Queen's Wood and Haringey Council's Parks Service.

T. Built form, character and heritage

Proposals must conserve, and where possible enhance, the character of the Highgate Conservation Area and its setting

The site lies adjacent to an Archaeological Priority Area and has potential for significant archaeological finds. Archaeological assessments will be required.

U. Environment and sustainability

The site borders Queen's Wood, a classified ancient woodland. The proposal must protect the integrity of the wood together with its habitats and species having regard to its status as a Local Nature Reserve and SINC of Metropolitan Importance.

Special regard should be had to boundary treatments and the impact of artificial light to avoid disturbance and harm to flora and fauna.

Mature trees adjacent to the site must be protected

HG SA09: Former Mary Feilding Guild care home, 103-107 North Hill



Tables and Figures 296. Xxx

Site Information	Details
Address	103-107 North Hill, London N6 4DP
Ward	Highgate
Area [ha]	0.49 ha
PTAL	3-4
Planning designations and constraints	Highgate Neighbourhood Plan Area Conservation Area Adjacent to Listed Buildings
Relevant permissions	HGY/2022/4415 HGY/2024/3240
Indicative capacities	50 bed care homes plus 9 homes (net)
Phasing	2028-2032
Ownership	Private

Tables and Figures 297. Xxx

A. Proposal

Demolition and redevelopment of existing residential site to provide a new care home and rehabilitation clinic plus new homes.

MM. Masterplanning, engagement and delivery

A masterplan is not required for this site.

NN. Land uses and activities

Existing land use: former care home

Acceptable land uses: housing for older people and vulnerable people (care home), residential

OO. Movement and public realm

Proposals should ensure that new building frontages respect the character and rhythm of existing streets, aligning with frontages and front gardens on neighbouring plots.

PP. Built form, character and heritage

Proposals must conserve, and where possible enhance, the character of the Highgate Conservation Area and its setting

QQ. Environment and sustainability

Proposals should deliver a net gain of trees and ensure the protection of existing trees.

HG SA10: Hillcrest Estate



Tables and Figures 298. Xxx

Site Information	Details
Address	Hillcrest, off North Hill, Highgate, N6 4PU
Ward	Highgate
Area [ha]	2.3 ha
PTAL	4
Planning designations and constraints	Highgate Neighbourhood Plan Area Partially in a Designated Open Space Partially in a Site of Importance for Nature Conservation (SINC) - Local Archaeological Priority Area (APA) - Tier 2 Conservation Area Adjacent to Listed Buildings
Relevant permissions	None
Indicative capacities	35 homes (net)
Phasing	2028-2032
Ownership	Public

Tables and Figures 299. Xxx

A. Proposal

This site provides an opportunity to support further development of this residential estate through appropriate infill development. Play and landscaping improvements should be delivered as part of proposals in consultation with the existing community.

B. Masterplanning, engagement and delivery

A masterplan is required for this site in accordance with Policy D8 setting out how new development will be supporting by play, amenity and landscaping improvements.

Proposals should take a collaborative approach to engaging with existing residents, ensuring that shared amenity will meet the needs of the community.

C. Land uses and activities

Existing land use: residential

Acceptable land uses: residential

D. Movement and public realm

Proposals should:

- Deliver shared outdoor amenity for existing and new residents, including new play space, informed by proactive community engagement;
- Improve existing surface carparking and vehicular access through the site, making it more efficient, improving accessibility and safety for pedestrians and cyclists and providing more green space by reducing road surfaces;

E. Built form, character and heritage

- Proposals must conserve, and where possible enhance, the character of the Highgate Conservation Area and its setting.
- Proposals much be sensitive to the setting and height of the neighbouring Highpoint I.
- The site lies within a Tier 2 Archaeological Priority Area. The site has potential for significant archaeological finds and an Archaeological Assessment will be required.

RR. Environment and sustainability

- Development must protect and enhance the surrounding SINC

- Potential for food growing as part of landscaping improvements.

HG SA11: Former Newstead Nursing Home



Tables and Figures 300. Xxx

Site Information	Details
Address	Former Newstead Nursing Home, Denewood Road, London N6 4AL
Ward	Highgate
Area [ha]	0.28 ha
PTAL	1b
Planning designations and constraints	Highgate Neighbourhood Plan Area Conservation Area
Relevant permissions	HGY/2018/3205
Indicative capacities	11 homes (net)
Phasing	2028-2032
Ownership	Private

Tables and Figures 301. Xxx

A. Proposal

As per the planning permission, the site is suitable for the demolition of existing building and erection of three buildings between two and three storeys in heights to provide 13 homes, private and communal amenity space.

B. Masterplanning, engagement and delivery

A masterplan is not required for this site, however proposals should demonstrate meaningful engagement with neighbouring landowners and residents.

C. Land uses and activities

Existing land use: former nursing Home

Acceptable land uses: residential, housing for older people and vulnerable people

D. Movement and public realm

Proposals should conserve the existing character and urban grain of the street by ensuring that new residential development is set back from the pavement, aligning building frontages and front gardens with neighbouring residential properties on Denewood Road.

E. Built form, character and heritage

Proposals must conserve, and where possible enhance, the character of the Highgate Conservation Area and its setting

F. Environment and sustainability

Proposals should ensure no net loss of existing trees and deliver biodiversity net gain.

HG SA12: 44-46 Hampstead Lane



Tables and Figures 302. Xxx

Site Information	Details
Address	44-46 Hamspstead Lane, London N6 4LL
Ward	Highgate
Area [ha]	0.38 ha
PTAL	1b
Planning designations and constraints	Highgate Neighbourhood Plan Area Archaeological Priority Area (APA) - Tier 3 Conservation Area
Relevant permissions	HGY/2022/2731
Indicative capacities	66 bed care home
Phasing	2028-2032
Ownership	Private

Tables and Figures 303. Xxx

A. Proposal

Demolition of residential dwellings to provide a new care home.

B. Masterplanning, engagement and delivery

A masterplan is not required for this site.

C. Land uses and activities

Existing land use: residential

Acceptable land uses: housing for older people and vulnerable people (care home)

D. Movement and public realm

Proposals should respect the character and rhythm of existing streets, aligning with building frontages and front gardens on neighbouring plots.

E. Built form, character and heritage

Proposals must conserve, and where possible enhance, the character of the Highgate Conservation Area and its setting

The site lies within a Tier 3 Archaeological Priority Area and has potential for significant archaeological finds. Archaeological Assessments will be required.

F. Environment and sustainability

Replacement trees must be delivered in line with the extant permission to mitigate the loss of significant trees at the rear of the site and a small group of trees at the front of the site.

HG SA13: Church Road Clinic, 44 North Hill



Tables and Figures 304. Xxx

Site Information	Details
Address	Church Road Clinic, 44 North Hill, London N6 4QA
Area [ha]	0.1 ha
PTAL	
Planning designations and constraints	Highgate Neighbourhood Plan Area Conservation Area
Relevant permissions	None
Indicative capacities	N/A
Phasing	2033-2038
Ownership	Public

Tables and Figures 305. Xxx

A. Proposal

This site offers the opportunity for a heritage-led redevelopment focused on the retention, sensitive refurbishment, adaptation and environmental retrofit of the existing buildings. Development may provide a replacement healthcare facility alongside residential development, or residential development where it can be demonstrated that healthcare services are no longer required on-site in accordance with Policy S2.

SS. Masterplanning, engagement and delivery

A masterplan is not required for this site.

TT. Land uses and activities

Existing land use: healthcare

Acceptable land uses: healthcare, residential

Existing healthcare provision should be retained or appropriately re-provided where required in accordance with policy S2

Residential development will be supported where healthcare provision is retained, re-provided or otherwise demonstrated to no longer be required.

UU. Built form, character and heritage

Development should adopt a heritage-led approach that prioritises the retention, sensitive refurbishment and environmental retrofitting of the existing buildings on the site.

A Heritage Impact Assessment should accompany any planning application and demonstrate how the proposal conserves or enhances the significance, character and appearance of the Highgate Conservation Area, having particular regard to the site's role within the North Hill and Church Road townscape and the contribution of the existing buildings to the conservation area.

Proposals should retain the site's positive contribution to the surrounding townscape. Comprehensive demolition of the existing buildings will not be supported unless clear and convincing justification is provided and it can be demonstrated that the public benefits substantially outweigh the harm arising from the loss of positive contributors to the conservation area.

Development should maintain and enhance the site's landscaped contribution to the surrounding streetscape.

- Proposals must recognise the contribution made by the former mission house and the existing surgery building to the significance, character and appearance of the conservation area and respond accordingly.

- Proposals should respect the site's prominent corner location at the junction of North Hill and Church Road and conserve its contribution to important views and the wider North Hill townscape sequence.

- Building heights, scale and massing should reflect the prevailing character of the surrounding townscape, which comprises predominantly two to four storey development, including Bramalea Close, Highcroft, Rowland Close and the buildings along Church Road.

- Any extensions, alterations, infill development or additional floorspace should be subordinate to the existing buildings, architecturally complementary and respectful of the established roofscape, plot pattern and historic street frontages.

VV. Movement and Public Realm

- Opportunities should be taken to improve accessibility to the site and the quality of the surrounding public realm.

- Development should integrate servicing, cycle parking and access arrangements in a manner that minimises impacts on the character of the conservation area.

WW. Environment and Sustainability

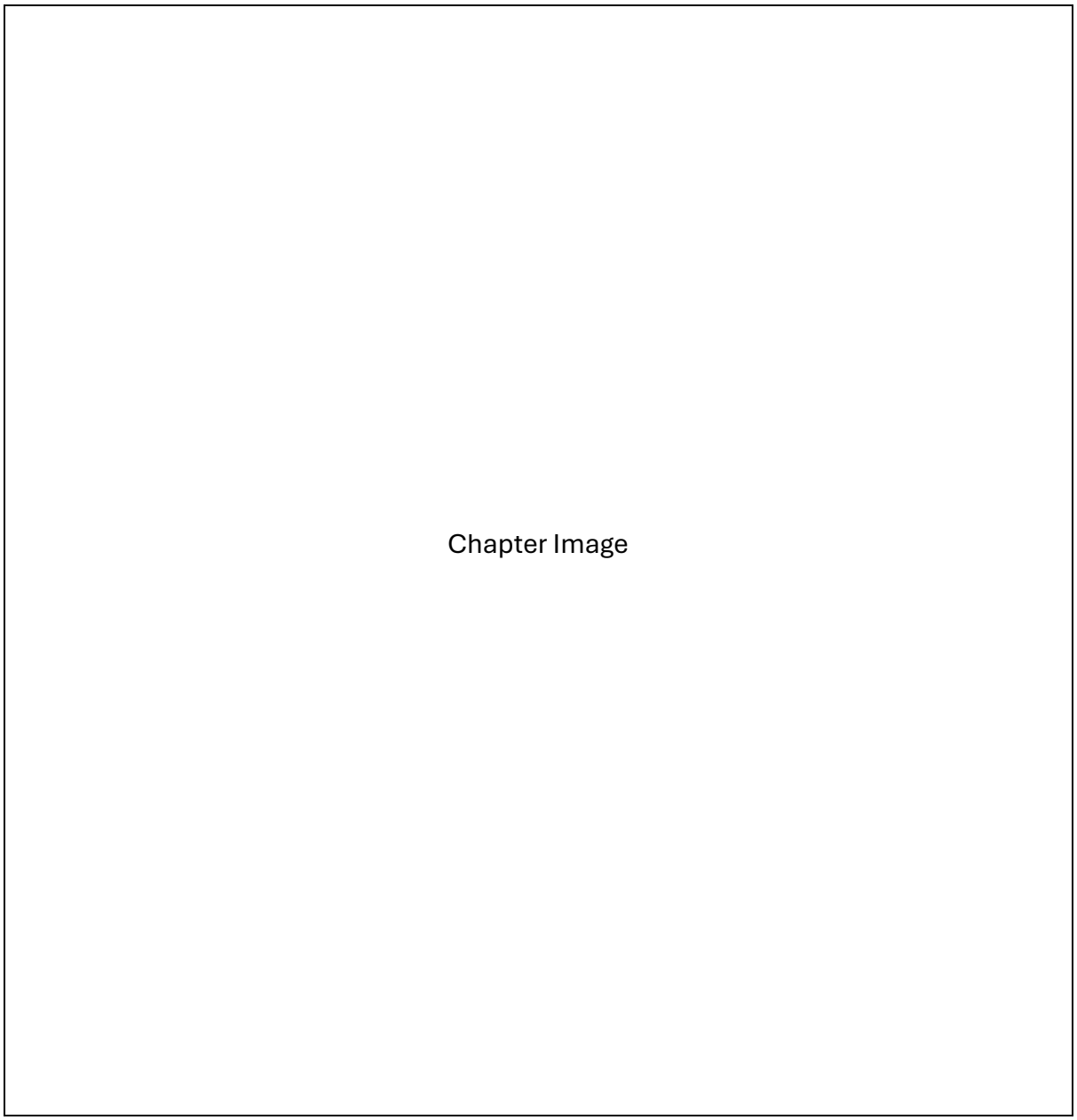
- Existing trees and landscaping should be retained wherever possible.

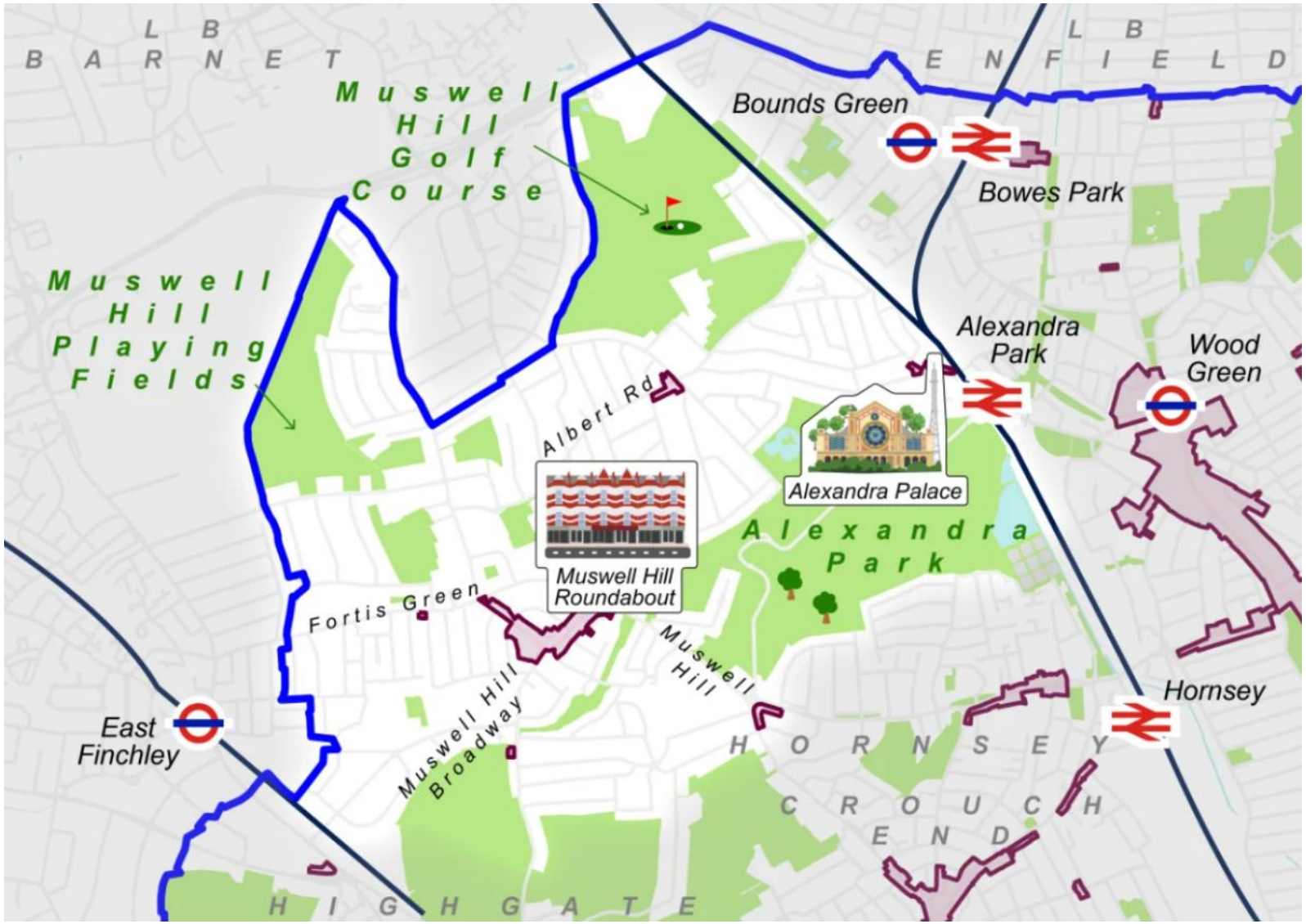
- Soft landscaping and green frontages should be maintained and enhanced along North Hill and Church Road.

- Development should incorporate biodiversity enhancements, urban greening and sustainable drainage measures.

CHAPTER 17: MUSWELL HILL NEIGHBOURHOOD

2.108





Tables and Figures 306. XXX Neighbourhood Map

Neighbourhood Context

Location

2.109 A historic neighbourhood located in the north-west of the borough of Haringey, Muswell Hill is one of the highest points in London. Sitting at around 105-110m above sea level, the area forms the eastern part of London's 'Northern Heights' and has long been renowned for its fine views over the capital. Neighbouring areas include Highgate, Hornsey and Crouch End to the south, and Bounds Green and Wood Green to the east. Muswell Hill also shares a borough boundary with the London Borough of Barnet, with the neighbourhood of East Finchley situated to the west. Southgate and Friern Barnet also lie to the north, largely beyond the North Circular which physically divides the two areas.

History

2.110 The earliest records of settlement in the area date from the 12th century when the Bishop of London granted the land to an order of nuns and a chapel was built on the site named 'Our Lady of Muswell'. The name Muswell is believed to originate from a natural spring or well (the "Mossy Well"). The River Moselle, which has its source in Muswell Hill and Highgate, derives its name from the neighbourhood.

2.111 It was not until the end of the 19th century that Muswell Hill started to change from a village to a denser, suburban pattern. This was spurred by the opening in 1873 of Alexandra Palace. Development was further driven by the arrival of the branch line railway in the 1870s, which provided connecting services to Finsbury Park and Kings Cross stations.

2.112 Most of the town centre was created between the mid-1890s and the start of the First World War. The current street pattern was set out in the early 20th century when elegant Edwardian retail parades and connecting residential streets were constructed.

Economy & Town Centres

2.113 The main centre in the neighbourhood is Muswell Hill District Centre which has a vibrant shopping scene concentrated along Fortis Green Road and Muswell Hill Broadway. Independent boutique traders are mixed with well-known brands, artisanal delis, as well as thriving cafes and gastropubs that provide plenty of choice for locals and visitors alike.

2.114 The neighbourhood boasts numerous local events which help to foster a sense of community and belonging. Farmers' markets, community fairs and cultural festivals, including year-round events at Alexandra Palace, are just a few examples of the activities that bring residents together as well as drawing visitors to the area. The grade II listed art deco Everyman cinema provides another exceptional leisure attraction for locals.

2.115 There are potential opportunities to further improve the public realm and overall pedestrian and shopping experience through the activation of, and improvements to, the rear mews of the main high street.

Connectivity

2.116 Muswell Hill is less connected than other neighbourhoods in the borough, with no underground stations located in the neighbourhood. The closest rail transport node is Alexandra Palace railway station, located to the east of Alexandra Park on the eastern boundary of the neighbourhood.

2.117 Public transport is mostly provided through buses which connect Muswell Hill to Wood Green, Finsbury Park and into central London.

2.118 The Broadway is heavily trafficked, especially around Muswell Hill Roundabout where a bus terminal is located. The roundabout, once the site of the village pond, is an important and historic focal point at the junction of five main roads but is now dominated by traffic and parked buses.

Landmarks, culture and heritage

2.119 The neighbourhood is home to the iconic Alexandra Palace, designed as the 'people's palace' to provide entertainment and recreation for the masses. In 1900 an Act of Parliament placed the Palace and associated park in public ownership so it could remain a palace of public resort and recreation forever. Today the palace and park are run by a charity and welcome millions of visitors each year.

2.120 Muswell Hill is a notably intact example of an Edwardian suburban development. The town centre is based on roads that form three sides of a square: Fortis Green Road, Muswell Hill Broadway and the extension of the Broadway into Colney Hatch Lane. At each junction is a church: United Reformed, Church of England, Methodist, and Roman Catholic.

2.121 The neighbourhood's townscape is influenced by the distinctive local topography, with curved streets following the contour lines of the hill, producing a varied street scene and longer distance views. Muswell Hill is home to the only Strategic View of St Paul's cathedral in the borough, which is viewed from the terrace at Alexandra Palace.

2.122 Today, the neighbourhood has five Conservation Areas:

2.123 Muswell Hill Conservation Area

2.124 Alexandra Palace and Park Conservation Area

2.125 Fortis Green Conservation Area

2.126 Vallance Road Conservation Area

2.127 Rookfield Conservation Area

Green and Blue Infrastructure

2.128 The neighbourhood has significant expanses of open land to the north, east, south and west in the form of Muswell Hill Golf Course, Alexandra Park, Highgate Wood and Coldfall Wood. The latter three are publicly accessible and provide significant amenity. The neighbourhood supports high levels of biodiversity at multiple sites of importance to nature conservation (SINCs), including at Pinkham Way which is recorded on the London Local Nature Recovery Strategy Local Habitat Map as a potential location for nature recovery. Apart from Parkland Walk, the heavily urbanised centre of the neighbourhood lacks publicly accessible green space. Muswell Hill District Centre contains only very limited areas of open space.

2.129 There are no street trees on the main shopping streets in the neighbourbood but there are mature street trees along the principal roads leading to and from the centre. Most of the residential streets have street trees, principally London planes, many of which were planted when the streets were laid out, and front garden hedges and shrubs that contribute to a generally green setting.

Muswell Hill Vision

Muswell Hill in 2043 will be enhanced as a flourishing historic Edwardian neighbourhood and its heritage assets and fine views over London will have been conserved and further celebrated.

New development will have been shaped by local communities, businesses and other stakeholders.

Muswell Hill District Centre will continue to be a vibrant place with a strong sense of community with well-supported independent businesses that meet the everyday needs of local people. Opportunities will have been taken to deliver pedestrian friendly mews developments and to enhance and restore traditional shop fronts and shopping parades along Muswell Hill Broadway and Fortis Green Road. Vehicular dominance will have been reduced in the centre and greater priority given to the pedestrian and cyclists reducing congestion and improving air quality and accessibility.

Conservation-led placemaking will have celebrated local identity by reflecting Muswell Hill's rich history and diverse communities in the public realm, enhancing a sense of place and belonging.

Development will have reinforced the green character of Muswell Hill by delivering additional greening including in key locations such as the District Centre. A collaborative approach will have been taken to enhancing green spaces and connections to them so the whole community can enjoy their amenity.

Alexandra Palace will have further strengthened its position as a landmark heritage asset and a leisure and cultural venue of national importance. The historic park and palace will be well conserved and the Grade II listed palace building will have been removed from Historic England's 'heritage at risk' register. Wayfinding will be improved between Alexandra Palace and key locations such as Wood Green.

Nature recovery will have been supported within the neighbourhood's Sites of Importance for Nature Conservation, including at Pinkham Way, and opportunities will have been taken to create greater habitat and ecological connectivity.

Policy MHN1: Muswell Hill Neighbourhood

A. The Council will support development proposals which contribute to the Muswell Hill Vision.

B. The neighbourhood will deliver at least 200 new homes (net) over the plan period and an uplift in jobs, with development prioritised within the following Placemaking Focus Areas:

Enhance
Muswell Hill District Centre

Tables and Figures 307. xxxxxxxx

C. Muswell Hill's rich built heritage should be conserved, enhanced and celebrated. To achieve this, proposals should:

D. conserve and enhance the character of Muswell Hill's historic streets and landscapes;

E. adopt a proactive approach to securing the long-term future of Alexandra Palace.

F. Proposals should enhance the Alexandra Park Cultural Quarter as a unique historic, cultural and leisure destination through a sustainable, heritage-led approach to new development.

G. Development should protect, enhance and celebrate the strategic view from Alexandra Palace to St Paul's Cathedral as well as both designated and non-designated local views.

H. Ground floor conversions from commercial to residential use in Muswell Hill District Centre will be resisted.

I. Development should improve social infrastructure to meet local needs including provision of new healthcare uses.

J. Development proposals should reinforce Muswell Hill's green character, contribute to nature recovery, and help create greater ecological connectivity. In addition, it should contribute to a clear, well-designed and managed public realm network, enhancing strategic connections to and between green space, including providing accessible and visible pedestrian connections to the Parkland Walk.

K. Development proposals should deliver and contribute to strategic improvements in connectivity. These include:

L. improved north/south connections between Highgate and Muswell Hill;

M. enhanced cycle routes throughout the District Centre; and

N. safer and easier pedestrian and cycle crossings round Muswell Hill roundabout.

Supporting Text

Placemaking strategy

2.130 Muswell Hill is a culturally and architecturally rich neighbourhood, with distinctive topography providing fine views over London and vibrant independent businesses clustered around Muswell Hill Broadway and Fortis Green Road. This chapter seeks to protect and enhance the neighbourhood's special character and culture. New development will strengthen the neighbourhood's identity with most new homes being accommodated in accessible and connected areas within, or close to, Muswell Hill District Centre.

Built heritage and views

2.131 Muswell Hill has a high concentration of buildings and landscapes with heritage significance and most of the neighbourhood falls within one of five Conservation Areas. Alexandra Palace is grade II listed and is a historic London landmark and cultural asset. Proposals should take a conservation-led approach to placemaking, in accordance with adopted Conservation Area Appraisal and Management Plans. Proposals should conserve and enhance the established positive character of Muswell Hill's historic streets and landscapes. The Council will take a proactive approach to securing the long-term future of Alexandra Palace, having regard to its current position on Historic England's Heritage at Risk Register.

2.132 While Muswell Hill's rich historic built environment presents constraints on new development, it also provides opportunities and the Council will support proposals where they respect the character and context of the area, in accordance with relevant conservation and design policies. Opportunities are identified in the District Centre to deliver high-quality mews style developments that enhance local character whilst delivering new homes and uses.

2.133 The neighbourhood's historic townscape is influenced by the distinctive local topography, with curved streets following the contour lines, producing a varied street scene combined, in some instances, with longer distance views.

2.134 As the highest point in the borough, and one of the highest in London, the neighbourhood is home to several significant views. New development is expected to protect local views and enhance viewing locations to improve enjoyment of, and inclusive access to, historic local views.

Town Centres

2.135 The vibrancy of the District Centre and the multitude of services, facilities, and experiences it provides make a significant contribution to the area's character, including to the historic character of the Muswell Hill Conservation Area. Muswell Hill's historic shopping parades blend a mix of Edwardian architectural styles and details to create impressively long and architecturally cohesive street frontages. It is important that these are protected and where possible enhanced. In some locations, the heritage significance of the original shop fronts has been harmed through more recent poor-quality shop fronts which have obscured original features and eroded the unity and consistency of the shopping parade. Where shop fronts have retained original components, they make a strong contribution to the architectural character and urban design quality of the street scene. Proposals incorporating traditional shop fronts that enhance existing street character and restore original features will be supported.

2.136 Ground floor conversions from commercial to residential use in Muswell Hill's local centre will be resisted as town centre uses contribute positively to the character of the Conservation Area, support the local economy and help meet the day-to-day needs of the community.

Living well

2.137 There is an identified need for new and enhanced healthcare facilities in the neighbourhood. Development should seek to provide flexible, modern space suitable for such uses, where appropriate, and be informed by engagement with the NHS.

Public realm and green & blue infrastructure

2.138 The neighbourhood benefits from an array of green spaces which provide amenity to residents and visitors and support a high level of biodiversity. A key focus is to support nature recovery in these locations and improve connectivity between them. There are opportunities within the District Centre to further reinforce Muswell Hill'sgreen character and deliver a clear, well-designed and managed public realm network. The shopping parades in Muswell Hill's town centre are notably lacking in street trees. To reduce the urban heat island effect and improve air quality, new public realm and improvements to existing public realm should incorporate greenery and street trees wherever possible, creating new local 'green links' and 'pocket parks'. Much of the open space in the neighbourhood is on the edges of the neighbourhood therefore opportunities should be taken to provide more accessible and visible pedestrian connections to the Parkland Walk which runs through the centre of the neighbourhood and to enhance routes more generally to the many excellent but more peripheral green spaces.

Connectivity

2.139 A priority for this neighbourhood is to improve pedestrian and cyclist safety and reduce air pollution in the District Centre. Proposals should support and have regard to the Council's Walking and Cycling Action Plan which sets out planned improvements to walking and cycling routes in the neighbourhood, including along Muswell Hill Road.

Policy MHN2: Alexandra Park and Palace Cultural Quarter

A. The Alexandra Park and Palace Cultural Quarter will be enhanced as a unique historic and cultural destination through a sustainable, heritage-led approach to new development that strengthens its positive economic, cultural, educational, recreational, health-promoting, and creative contribution to the borough. To achieve this, development proposals within it should:

(1) Support and enhance the cultural, heritage, nature and leisure functions of Alexandra Park and Palace;
(2) Be sensitively designed to conserve and enhance the Grade II listed Alexandra Park and Palace and its setting;
(3) Deliver an appropriate mix of uses that reinforce the area's role as a regional and national destination;
(4) Maximise opportunities for cultural production and consumption
(5) Enhance green infrastructure and biodiversity, maintaining Alexandra Park as a vital green space for Haringey and London;
(6) Improve accessibility and connectivity, including public transport, pedestrian and cycle links to Wood Green, Muswell Hill and surrounding areas; and
(7) Contribute to the delivery of a high-quality public realm that reflects the historic and cultural significance of the area and supports inclusive and diverse outdoor cultural programming and outreach.

Supporting Text

Placemaking strategy

2.140 The Alexandra Park and Palace Cultural Quarter is centred around Alexandra Palace and its surrounding parkland, a landmark destination of regional and national significance. The Council supports the Alexandra Park and Palace Charitable Trust's 10-year vision (2023–2033) to secure the long-term sustainability of the site as a leading cultural, heritage and leisure destination.

Alexandra Park and Palace Vision and Goals

2.141 The Trust's vision is built around the following themes:

2.142 Sustainability at the Core: Promoting environmental and financial sustainability, including climate resilience and reduced reliance on public utilities.

2.143 Heritage and Restoration: Protecting and restoring heritage assets, including bringing derelict spaces back into use (29% of the Palace building remains derelict)

2.144 Green Infrastructure: Enhancing biodiversity and safeguarding Alexandra Park as a vital green space.

2.145 Community Engagement: Inspiring and engaging diverse communities through inclusive programming, providing a range of opportunities for people to enhance their wellbeing

2.146 Innovation and Collaboration: Partnering with research institutions, universities, creatives, artists and community organisations, acting as a convenor and catalyst for creative partnerships in the Borough.

2.147 Learning and Skills Development: Supporting lifelong learning and career development through real-world, creative, and heritage-focused skills training

2.148 Cultural Destination: Expanding cultural production and consumption to establish a year-round heritage and entertainment destination.

2.149 Economic and Social Impact: Supporting jobs and enterprise to strengthen the local and London-wide economy.

2.150 Resilience and Adaptability: Ensuring agility in response to changing conditions.

2.151 Inclusive Access: Improving physical and digital access for all visitors.

2.152 Unified Identity and Cause: Creating a compelling narrative to unify stakeholders and boost fundraising.

2.153 Development proposals must contribute to this vision by enhancing the area's cultural offer and improving the visitor experience. This includes the creation of long-term partnerships and tenancies which align and contribute to the charity's vision, to advance well-being and learning in North London through engagement with cultural programming, green space and heritage.

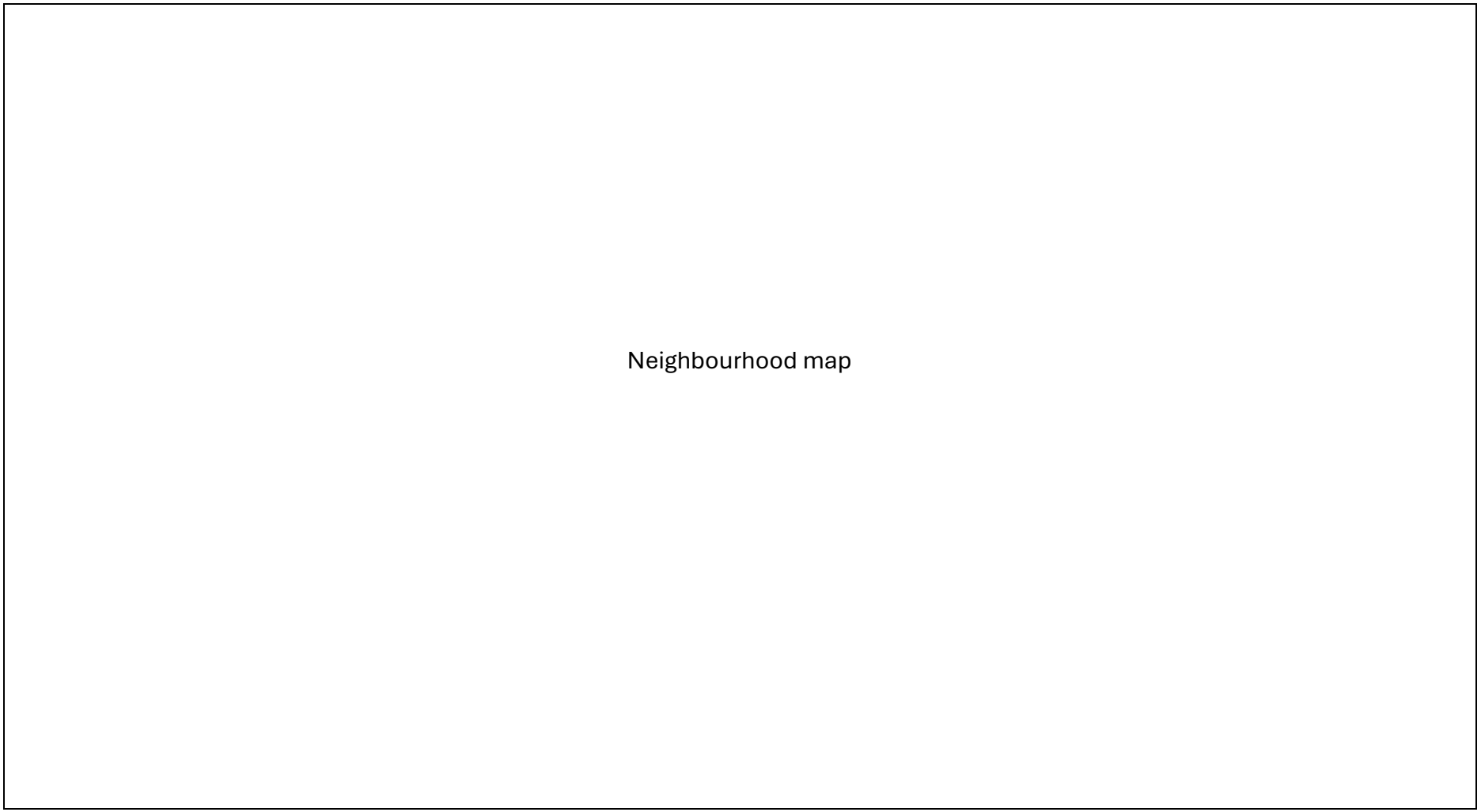
2.154 The Council recognises the importance of Alexandra Palace as a working heritage asset and will support development that sustains and enhances its use, creates new sustainable revenue streams to raise funds needed to maintain the site, while ensuring that the historic character and openness of the parkland is preserved. Proposals should be informed by the Alexandra Palace Conservation Management Plan, associated Gazeteer and relevant heritage guidance.

2.155 Improved access and connectivity is key to realising the area's potential. Development should contribute to better public transport, pedestrian and cycle links, particularly to Wood Green and Muswell Hill, and support inclusive access for all visitors.

2.156 The public realm should be designed to accommodate cultural events and outdoor programming, reinforcing the area's identity as a cultural quarter. Development must also ensure that new uses are compatible with existing cultural, heritage and leisure activities, applying the Agent of Change principle to avoid conflicts.

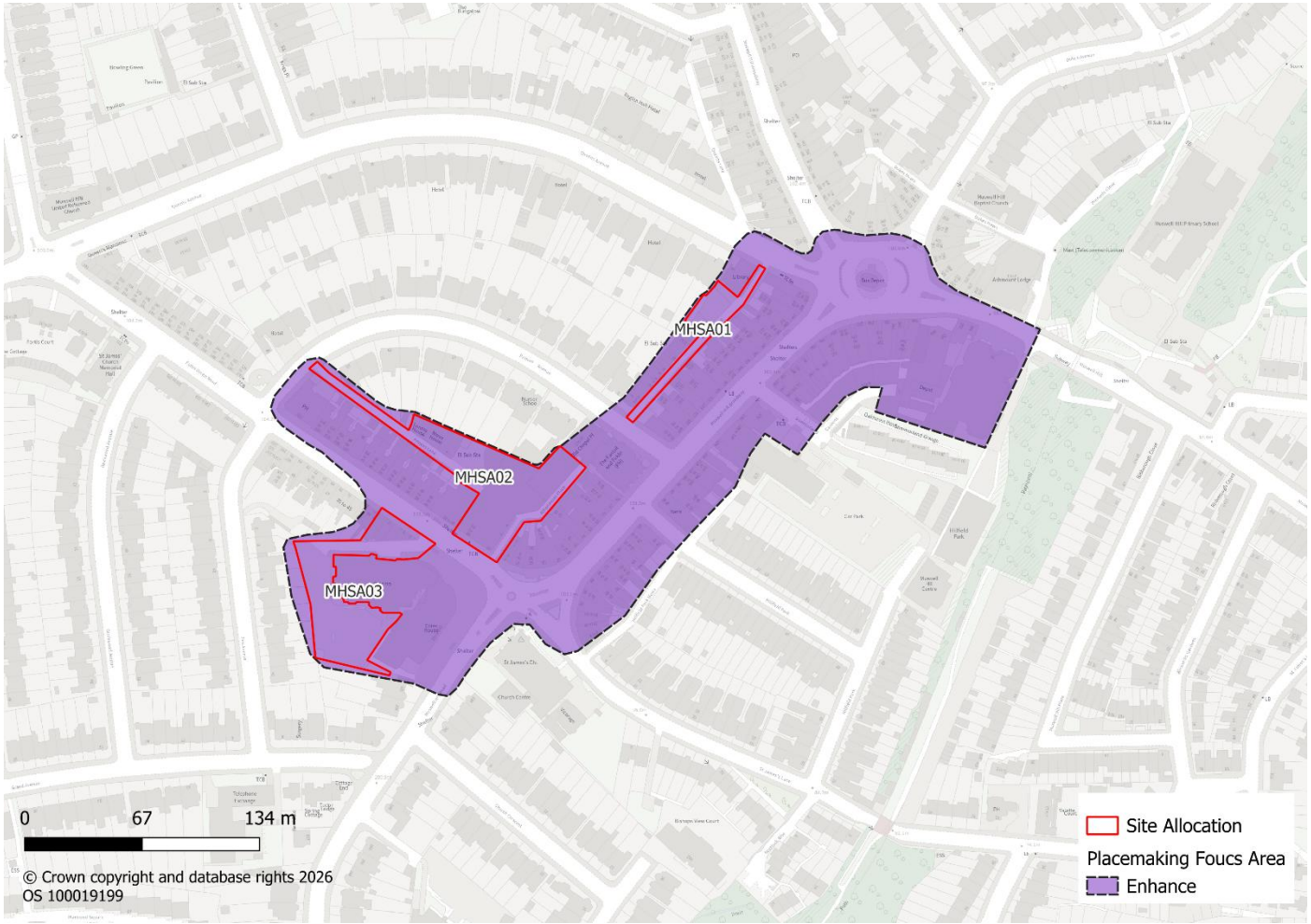
2.157 The Council will resist proposals that undermine the cultural, heritage or leisure functions of the area.

Placemaking Strategies + Site Allocations



Tables and Figures 308. Map of Placemaking Focus Areas in XXXXXX

MH PFA1: Muswell Hill District Centre



Tables and Figures 309. Map of Placemaking Focus Area XXXXX

Strategy

2.159 Muswell Hill District Centre will be enhanced through public realm improvements and small-scale backland development opportunities improving the network of mews and places located behind the main high streets. The District Centre will be improved and expanded at ground floor with new active frontage while providing new homes above.

2.160 Public access to green space will be improved, including improved access and wayfinding to the Parkland Walk and Alexandra Palace. Muswell Hill Broadway will be enhanced by restoring the continuity of traditional shop fronts and parades and creating a more 'pedestrian-friendly' town centre. More street trees, soft landscaping and outdoor seating will be provided in the public realm to enhance green character and climate resilience.

2.161 The heritage significance of the area will be celebrated through taking a conservation-led approach to public realm improvements and new development, working collaboratively with community stakeholders to embed a sense of place and local identity while conserving and enhancing the character of the Muswell Hill Conservation Area.

2.162 This strategy will be implemented through adherence to Policy MHN1, the site allocations outlined below, and the following initiatives:

i. Enhancing and restoring traditional shop fronts along Muswell Hill Broadway and Fortis Green Road;

ii. Revitalising Avenue Mews, providing mixed-use infill development with affordable workspace, community and town centre uses, alongside public realm improvements;

iii. Replacing part of the centre's surface carparking provision with mixed-use town centre mews development delivering new homes while enhancing the vibrancy of the local centre;

iv. Improving access and wayfinding to Parkland Walk;

v. Improving wayfinding to Alexandra Palace and Park;

vi. Exploring the potential relocation of the roundabout bus station and improving pedestrian crossings from and to it;

vii. Increasing shared surface and pedestrianised zones as part of new development;

viii. Working with local artists and community groups to create community-led public art that celebrates Muswell Hill's cultural heritage and sense of identity; and

ix. Providing more street trees, soft landscaping and outdoor seating in the public realm to reinforce the neighbourhood's green character and build climate resilience

x. Taking steps to reduce air pollution. The PFA is within an Air Quality Focus Area.

Site Allocations

MH SA01: 107 Avenue Mews



Tables and Figures 310. Xxx

Site Information	Details
Address	107 Avenue Mews, Muswell Hill, London N10 3NN
Area [ha]	0.06ha
PTAL	4
Planning designations and constraints	PFA Enhance Area Partially in a District Centre Partially in a Primary Shopping Area Archaeological Priority Area (APA) - Tier 2 Conservation Area Listed Building – Grade II
Relevant permissions	None
Indicative capacities	5 homes (net) 80sqm (gross) commercial, business and service
Phasing	2028-2032
Ownership	Public and Private

Tables and Figures 311. Xxx

A. Proposal

The site is suitable for mixed-use infill development providing affordable workspace, community and town centre uses, alongside new homes above and public realm improvements.

B. Masterplanning, engagement and delivery

A masterplan is not required for this site, however proposals should demonstrate meaningful engagement with Muswell Hill Library, local businesses, landowners and residents.

C. Land uses and activities

Existing land use: vacant area of hardstanding

Acceptable land uses: residential, community, culture, town centre

D. Built form, character and heritage

New development in Avenue Mews should be subservient in scale to the buildings on Muswell Hill Broadway, enhancing its character as a mews and yards and conserving the character of the Conservation Area.

The site lies within an Archaeological Priority Area. The site has potential for significant archaeological finds. Archaeological Assessments will be required.

E. Movement and Public Realm

There is potential to create a new public space to the rear of the library.

Proposals must ensure adequate access for servicing including waste.

Proposals must enhance safety of pedestrians along Avenue Mews.

F. Environment and Sustainability

Development should protect adjacent mature trees and increase greenery within this urbanised part of Muswell Hill.

MH SA02: Muswell Hill Sainsburys and Princes Lane Mews



Tables and Figures 312. Xxx

Site Information	Details
Address	Princes Lane, Muswell Hill, London N10 3LU
Area [ha]	0.38ha
PTAL	4
Planning designations and constraints	PFA Enhance Area Partially in a District Centre Partially in a Primary Shopping Area Conservation Area
Relevant permissions	N/A
Indicative capacities	30 homes (net), 300sqm (gross) commercial, business, service
Phasing	2033-2037
Ownership	Private

Tables and Figures 313. Xxx

A. Proposal

Potential to deliver new homes and commercial space on backland making more efficient use of land in this valuable town centre location and providing continuous active frontages and improved public realm.

G. Masterplanning, engagement and delivery

Proposals should be supported by a masterplan prepared in accordance with Policy D8.

Early, proactive engagement is required with the supermarket operator, adjacent local businesses, including on Princes Mews, and existing residents, particularly those housed above the supermarket on Fortis Green Road.

H. Land uses and activities

Existing land uses: supermarket with residential partially above, employment, substation

Acceptable land uses: residential, town centre, commercial/business

I. Movement and public realm

There is potential to significantly improve the 'dead-end' Atheneum Place Road by creating a through-route with active frontages providing a safer public realm.

Proposals should provide access to improved amenity for existing residents of the site.

J. Built form, character and heritage

Proposals must conserve and, where possible, enhance the character of the Muswell Hill Conservation Area and its setting.

New development to the rear of the site should be subservient in scale to the buildings along Fortis Green Road.

K. Environment and sustainability

Development should deliver additional greening and biodiversity within this heavily urbanised part of Muswell Hill.

MH SA03: Muswell Hill Car Park and 5-7 Fortis Green Road



Tables and Figures 314. Xxx

Site Information	Details
Address	105C Muswell Hill Rd, Muswell Hill, London, N10 3HS
Area [ha]	0.3 ha
PTAL	4
Planning designations and constraints	PFA Enhance Area District Centres Conservation Area
Relevant permissions	N/A
Indicative capacities	15 homes (net), 450 sqm (commercial, business, service)
Phasing	2033-2037
Ownership	Private

Tables and Figures 315. Xxx

A. Proposal

Potential to partially replace the existing surface carpark with infill residential development and provide town centre uses at street level along Fortis Green Road, enhancing the existing shopping parade.

L. Masterplanning, engagement and delivery

A masterplan is not required for this site. However, applicants are required to engage proactively with The Everyman cinema, local businesses including at 5-7 Fortis Green Road and residents

M. Land uses and activities

Existing land uses: surface level carpark, retail, café, takeaway restaurant, services access to adjacent cinema

Acceptable land uses: residential, retail/town centre

N. Movement and public realm

Hard landscaping in front of the cinema does not optimise beneficial use of the public realm. More greening and biodiversity should be introduced to improve the local environment and contribute to climate resilience.

O. Built form, character and heritage

Muswell Hill Conservation Area and its setting.

Proposals must conserve and enhance the character of the Grade II* listed cinema on the adjacent site and its setting

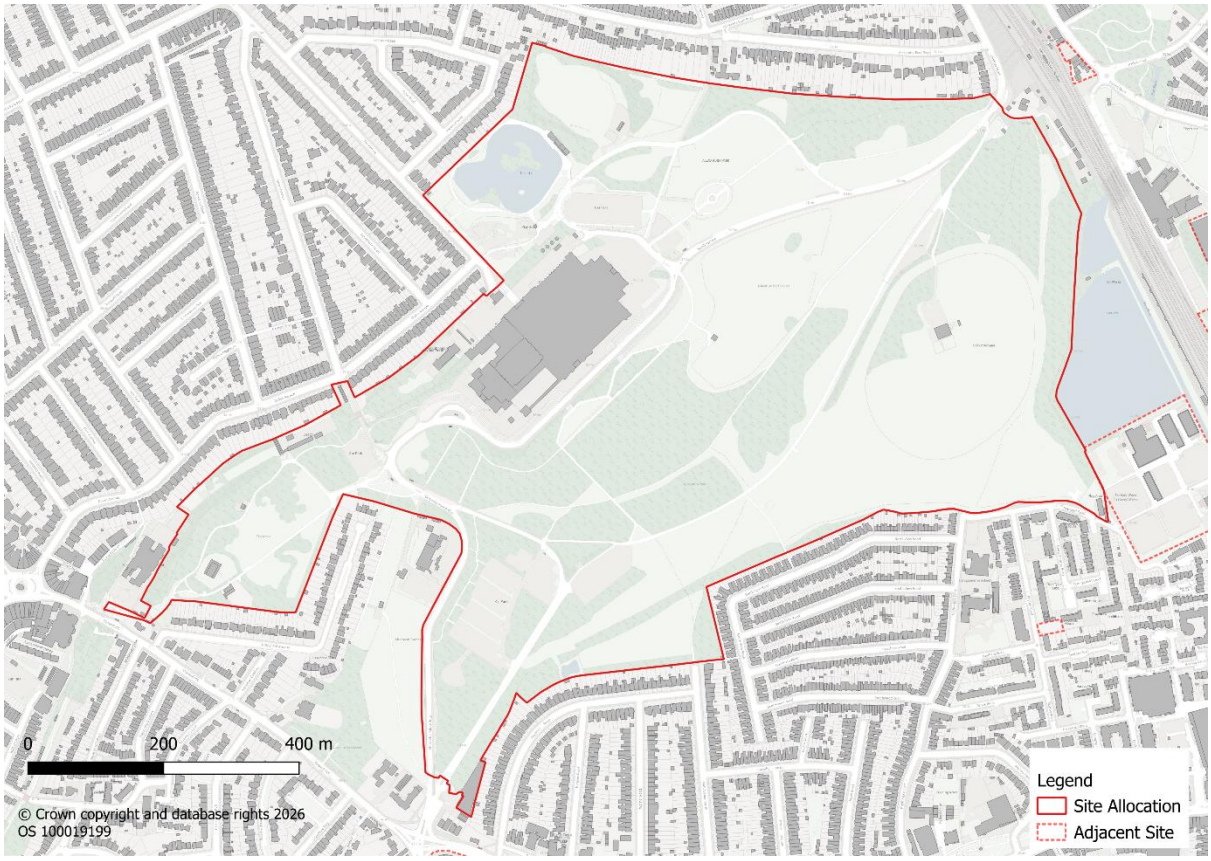
Proposals should not exceed the height of adjacent properties on Muswell Hill Road

P. Environment and sustainability

Public realm improvements should include street trees and provide outdoor seating to support the resilience of the town centre during hot weather.

Alexandra Palace & Other Site Allocations in Muswell Hill

MH SA04: Alexandra Palace



Tables and Figures 316. Xxx

Site Information	Details
Address	Alexandra Palace, Alexandra Palace Way, London N22 7AY
Area [ha]	11.86 ha
PTAL	1-2
Planning designations and constraints	PFA Enhance Area Cultural Quarter Alexanda Palace Protected View Designated Open Space Metropolitan Open Land (MOL) Registered Parks and Garden (RPG) Local Nature Reserve (LNR) Historic Parks Archaeological Priority Area (APA) - Tier 2 Conservation Area Listed Buildings – Grade II Locally Listed Buildings

	Site of Importance for Nature Conservation (SINC) - Grade 1 Blue Ribbon Network Partially in Source Protection Zone (SPZ) - SPZ1 Inner and SPZ2 Outer Critical Drainage Area
Relevant permissions	N/A
Indicative capacities	N/A
Phasing	2028-2042
Ownership	Public

Tables and Figures 317. Xxx

A. Proposal

Alexandra Palace is a landmark building and destination of national significance. It has international significance due to being the birthplace in 1936 of high-definition public television broadcasting, a landmark event in global cultural history. It affords panoramic views over Haringey, north London, parts of Kent, Essex, Epping Forest, the North Downs, and northward to Hertfordshire. It will be enhanced as a unique historic and cultural entertainment venue through a sustainable, heritage-led approach. This will help support it to play a key part in Haringey being London Borough of Culture in 2027 and to continue its long history for hosting large-scale concerts and shows, world-class cultural and sporting events, exhibitions, festivals, theatre, ice skating, and more.

Proposals for Alexandra Palace and its surrounding parkland should support the long-term legacy of the estate through:

building climate resilience, including by:

Maximising opportunities to transition to renewable energy generation;

safeguarding a 'green lung' for London, including by:

Supporting nature conservation;

protecting heritage assets, including by:

Prioritising conservation and infrastructure repair, using sustainable methods restoring derelict spaces, including by:

Adopting an adaptive reuse approach to restoration, bringing underused spaces back into use always being sensitive to additions to the original fabric;

providing inclusive entertainment & culture for all, including by:

Supporting artists to showcase their talents and reach new and diverse audiences;

protecting the Alexandra Palace archives and sharing local stories in innovative ways, including by:

Delivering new, environmentally sustainable archive facilities and enabling access to wider range of people;

providing facilities that support creative engagement events and workshops; and

creating a great place to work by providing an inclusive working environment.

Q. Masterplanning, engagement and delivery

Subject to the level of development proposed, a masterplan may be required for this site.

R. Land uses and activities

Existing land uses: entertainment, educational, sport, leisure and cultural venue, historic park

Acceptable land uses: culture, leisure, education, sport, community, complementary commercial uses

Specific opportunities include:

- Renovating the northeast corner of the Palace for office, workspace or community and related uses.
- Retrofitting interventions to reduce the estate's impact on the environment and reduce reliance on fossil fuels
- Renewing and upgrading existing community-led spaces, to enhance learning experiences and skills development opportunities
- Enhancements and improvements to existing food and beverage facilities where this complements the original structure, and opportunities for new facilities within the eastern end of the building
- The historic BBC TV Studio and south-eastern wing have extant permission to be bought back to use as a visitor experience; proposals would be appropriate to enhance this to include a combination of publicly accessible space and commercial studio space and related uses to ensure their renovation and long-term financial sustainability The south-western tented structure (the Panorama Room) needs replacement – there is potential to secure the future of the space via a sensitive but modern replacement that reflects the existing design and uses appropriate materials
- There is flexibility for provision of further complementary uses and enabling development within the western part of the site. This includes visitor and leisure facilities which could help deliver financially sustainable uses.
- The existing vacant building in the park's southeastern corner is previously developed land and there is opportunity for refurbishment or replacement structures, subject to Policy G2

S. Movement and public realm

- Proposals should support improved accessibility to Alexandra Park and Palace.

T. Built form, character and heritage

The park and main building are Grade II listed. Proposals must ensure a heritage-led approach that conserves and enhances the historic significance of the heritage assets and their setting. Alterations or new development should be sensitively designed and should not harm the historic fabric of existing buildings.

The height and form of any new enabling development to the main building should be subordinate to the original façade and contained within the existing structure.

The site lies within an Archaeological Priority Area. The site has potential for significant archaeological finds. Archaeological Assessments will be required.

U. Environment and sustainability

- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.
- Safeguard the adjacent New River and ensure development does not adversely affect its flood risk, ecological or operational functions.
- Contribute to the restoration, enhancement and public enjoyment of the Blue Ribbon Network.

MH SA05: Muswell Hill telephone exchange



Tables and Figures 318. Xxx

Site Information	Details
Address	6-8 Grand Avenue, Muswell Hill, London N10 3AY
Area [ha]	0.26ha
PTAL	2
Planning designations and constraints	Conservation Area
Relevant permissions	N/A
Indicative capacities	15 homes (net)
Phasing	2033-2037
Ownership	Private

Tables and Figures 319. Xxx

A. Proposal

This former telephone exchange building is suitable for conversion to residential development with potential for modest extensions to create additional accommodation.

V. Masterplanning, engagement and delivery

A masterplan is not required for this site. Proposals should demonstrate meaningful engagement with neighbouring residents.

W. Land uses and activities

Existing land use: former telephone exchange

Acceptable land uses: residential

X. Movement and public realm

- The site has an existing access from Grand Avenue. Proposals must demonstrate how any increase in vehicular movements to/from the site will be achieved while protecting pedestrian and cyclist safety.

Y. Built form, character and heritage

- The building should be sensitively converted to new residential accommodation with potential for modest extension. Proposals must conserve, and where possible enhance, the character of the Muswell Hill Conservation Area and its setting.

Z. Environment and sustainability

- Development should protect existing trees within and adjacent to the site and deliver further greening to further complement local character.

MH SA06: Royal British Legion Hall



Tables and Figures 320. Xxx

Site Information	Details
Address	Royal British Legion Hall, Muswell Hill Rd, Muswell Hill, London N10 3NG
Area [ha]	0.32 ha
PTAL	2
Planning designations and constraints	Conservation Area Critical Drainage Area
Relevant permissions	N/A
Indicative capacities	20 homes (net) plus replacement community facility
Phasing	2033-2037
Ownership	Private

Tables and Figures 321. Xxx

A. Proposal

The site is suitable for new residential development alongside re-provision and enhancement of the existing community facility.

AA. Masterplanning, engagement and delivery

A masterplan is not required for this site. Proposals should demonstrate meaningful engagement with neighbouring residents.

BB. Land uses and activities

Existing land use: community facility

Acceptable land uses: residential, older persons' accommodation, community/cultural uses

Existing community uses should be re-provided as part of any residential proposal

CC. Movement and public realm

The site has an existing access from Muswell Hill Road. Proposals must demonstrate how any increase in vehicular movements to/from the site will be achieved while protecting pedestrian and cyclist safety. It must be demonstrated that safe and suitable access can be secured to the site for pedestrians, cyclists and vehicles.

DD. Built form, character and heritage

Proposals must conserve, and where possible enhance, the character of the Muswell Hill Conservation Area and its setting

Height, scale and massing must respect the local context including surrounding residential properties

EE. Environment and sustainability

Development must protect existing mature trees on and adjacent to the site.

i.

MH SA07: Farrer Mews



Tables and Figures 322. Xxx

Site Information	Details
Address	Farrer Mews, London N8 8NE
Area [ha]	0.74ha
PTAL	2
Planning designations and constraints	Partially in a Local Centre Adjacent to Archaeological Priority Area (APA) – Tier 2 Adjacent to a Conservation Area Partially in a Risk of Surface Water Flooding Area - Medium & High Critical Drainage Area
Relevant permissions	None
Indicative capacities	15 homes (net), 500 sqm (gross) commercial, business and service
Phasing	2028-2032
Ownership	Public and Private

Tables and Figures 323. Xxx

A. Proposal

Enhance the Priory Road and Park Road local centre through retention of existing shopping parade and residential above on the main high streets with improved public realm incorporating street trees and soft landscaping. Replacement of low-rise garages and temporary structures along Farrer Mews with high-quality residential infill and public realm improvements throughout the mews, providing shared surface landscaping and improving the pedestrian experience through the mews. New development in the mews should be subservient in scale and height to the main buildings on Park Road and Priory Road.

FF. Masterplanning, engagement and delivery

A masterplan is required for this site.

GG. Land uses and activities

Existing land use: residential, town centre uses, employment, parking and services access

Acceptable land uses: residential, town centre, commercial, business & service

HH. Movement and public realm

Proposals should take the opportunity to enhance the public realm throughout the local centre and the mews, including through:

Street trees and biodiversity improvements

High-quality shared surface paving to the mews

II. Built form, character and heritage

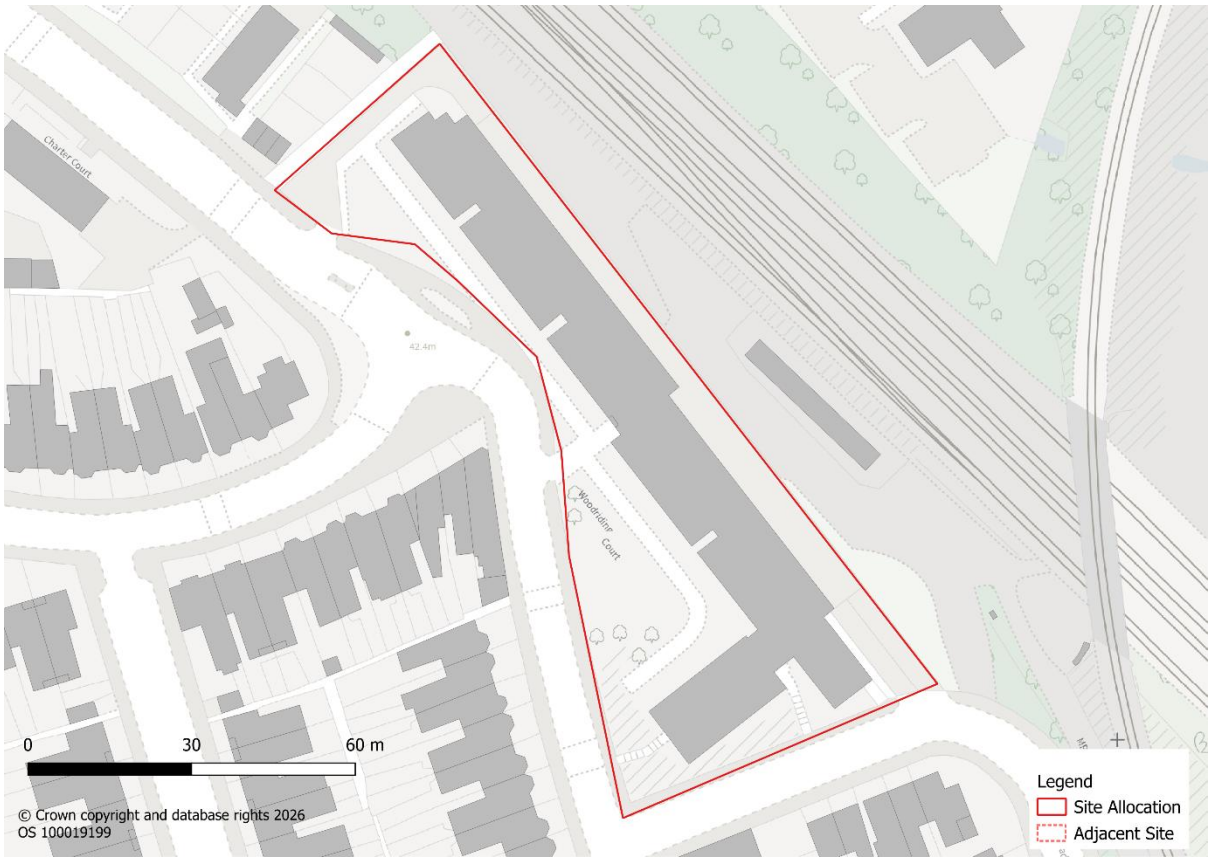
The development should be of a high-quality design which responds appropriately to the local context including the setting of the adjacent Muswell Hill and Alexandra Palce and Park Conservation Areas.

Traditional shop fronts should be retained and restored, enhancing the character of the local centre.

JJ. Environment and sustainability

Development should deliver urban greening including new tree planting.

MH SA08: Woodridings Court



Tables and Figures 324. Xxx

Site Information	Details
Address	Woodridings Court, Crescent Road London N22 7RX
Area [ha]	0.54ha
PTAL	3-5
Planning designations and constraints	Adjacent to Ecological Corridor Critical Drainage Area Partially in a Risk of Surface Water Flooding Area – Medium & High
Relevant permissions	HGY/2022/2354 HGY/2024/3339
Indicative capacities	37 homes (net)
Phasing	2028-2032
Ownership	Public

Tables and Figures 325. Xxx

A. Proposal

Redevelopment of the derelict undercroft car park behind Woodridings Court and provision of 37 new homes in four and five storey buildings alongside a range of linked improvements to Woodridings Court.

KK. Masterplanning, engagement and delivery

A masterplan is not required for this site.

LL. Land uses and activities

Existing land use: residential, car parking

Acceptable land uses: residential

In line with the extant permissions, development should reinstate the former tenant room in the existing building and improve it as a community room for the existing and new residents. The caretaker's room within the existing building should also be refurbished.

MM. Movement and public realm

Proposals should improve primary pedestrian access from the existing main entrance of Woodridings Court and deliver new and enhanced soft and hard landscaping and play space including enhancement of existing communal amenity space.

NN. Built form, character and heritage

Proposals should avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive noise, light or air pollution.

The amenity of future residents of the proposed accommodation must be safeguarded, particularly in respect to noise impact from the adjoining railway.

Buildings of 4 to 5 storeys will be acceptable in line with the extant planning permission

OO. Environment and sustainability

- The scheme should introduce new native planting including trees and areas for growing food and communal horticulture.

MH SA09: Crescent Mews



Tables and Figures 326. Xxx

Site Information	Details
Address	1-6 Crescent Mews, N22 7GG
Area [ha]	0.23
PTAL	3
Planning designations and constraints	Adjacent to Local Centre Non-designated employment site Partially in a Risk of Surface Water Flooding Area – Medium & High Critical Drainage Area Adjacent to Ecological Corridor
Relevant permissions	HGY/2019/1183
Indicative capacities	At least 30 homes
Phasing	2028-32
Ownership	Private

Tables and Figures 327. Xxx

A. Proposal

Demolition of existing poor condition commercial buildings and redevelopment of the site to provide at least 30 new homes and a new paved and landscaped lane at the front of the development with street lighting.

PP. Masterplanning, engagement and delivery

A masterplan is not required for this site.

QQ. Land uses and activities

Existing land use: commercial

Acceptable land uses: residential

As determined through the extant planning permission, the land/buildings are no longer suitable for continued employment and the loss of non-designated employment floorspace is therefore acceptable.

To offset the loss of non-designated employment floorspace the development should pay a compensatory financial contribution towards employment related initiatives.

RR. Movement and public realm

Development should provide new paving and new street lighting for the mews as a part of a comprehensive public realm strategy.

The development should be serviced in perpetuity by private refuse collection in line with the extant permission.

SS. Built form, character and heritage

- Proposals for 3 and 4 storeys will be acceptable in line with the extant planning permission

TT. Environment and sustainability

- Given the previous use of the site potential contamination must be fully explored and suitably mitigated if present.
- Engage with Thames Water at an early stage to ensure sufficient sewage treatment works capacity is available to support development.
- Development must not give rise to harm to the adjacent ecological corridor and should protect adjacent trees.
- The site is in a Source Protection Zone. Development proposals may be required to assess the impact on the sensitive groundwater environment and

incorporate appropriate mitigating measures. The feasibility of shallow and deep infiltration will be unlikely.